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**PLANNING COMMISSION
 STAFF REPORT
 AGENDA ITEM NO. E3
 June 20, 2006**

PROJECT LOCATION

1. Address: 1053 National (**LOT 3 & 4**) - Navy Site Specific Plan Area
2. Assessor's Parcel No.: 020-013-230 and 020-013-240
3. Zoning District: P-D (Planned Development)
4. General Plan Classification: Navy Site Specific Plan
5. The proposed project is within the San Bruno Redevelopment Area

EXHIBITS

- A:** Resolution 2006-05 with Conditions of Approval
B: Location Map
C: Development Plan (Site Plans, Floor Plans, etc.)
D: Peer Review Architect (Cannon Design Group) Comments
E: Architectural Review Committee meeting minutes, April 13, 2006
F: CC&R's (In Planning Commissioners' Packets – Copies Available at Community Development Department for Public Review)

REQUEST

Request for a Planned Development Permit, Tentative Parcel Map and Architectural Review Permit to construct 350 residential units with common space and below grade parking on Lots three and four of the Crossing for the purpose of developing this site in conformance with the adopted U.S. Navy Site Specific Plan, per Chapters 12.96.190 and 12.108.010(A) of the San Bruno Municipal Code. SNK SB Crossing, LLC, Applicant/Owner. **PDP-05-05, TM-06-003, AR-06-04**

RECOMMENDATION

Staff recommends that the Planning Commission adopt Resolution 2006-05, approving a Planned Development Permit, Architectural Review Permit and Tentative Subdivision Map (PD 05-05, AR-06-03, & TM 06-003).

REVIEWING AGENCIES

Community Development Department; Public Works Department; Fire Department; Police Department, Parks and Recreation Services Department.

The Tentative Tract Map was sent to Pacific Gas & Electric, San Bruno Park School District, San Bruno Union High School District, City of Pacifica, City of South San Francisco, City of Millbrae, County of San

Mateo, and California Department of Transportation.

ENVIRONMENTAL ASSESSMENT

This proposal is being completed in accordance with the Environmental Impact Report for the U.S. Navy Site and its Environs Specific Plan ("Specific Plan") certified on January 9, 2001 and Addendum to the Environmental Impact Report for the U.S. Navy Site Specific Plan and its Environs certified on December 11, 2001 (SCH # 99092026) ("Specific Plan EIR").

EXISTING CONDITIONS

The site, parcels three and four, is approximately seven acres of vacant land and represents 35% of the twenty-acre area comprising The Crossing San Bruno master planned community, located on the northwest corner of the Interstate 380 junction with El Camino Real. The entire subdivision area abuts government property to the west and north, church property to the northwest, commercial property to the northeast, and state owned highway to the east and south. The US Navy's Western Division Engineering Offices once occupied the site.

Phase I of The Crossing development consisted of the 300-unit Meridian Apartments and recreation center (completed), as well as associated infrastructure and roadway improvements (on and off-site). Phase 2 of the development included the Paragon Apartments, 185 rental units and the Village Senior Apartments, 228 senior rental units. Phase 2 is currently under construction and anticipated to open in early 2007. The infrastructure serving the 20-acre Crossing site, including roadways, curbs, gutters, sidewalks, storm drainage, sewers, water, and utilities has already been completed.

PROJECT DESCRIPTION

The current project involves developing parcels three and four, located to the west of the Meridian and Paragon Apartments and to the south the Village Senior Apartments. The applicant proposes to construct two buildings over a two level below grade parking structure. The application also includes a tentative parcel map to subdivide all 350 units into condominiums. The applicant intends to sell the 187 condominium units in Building II upon completion and rent the 163 units in Building I.

The proposed buildings are five stories, 70' in height and wrap around an internal open landscaped plaza. The first floor is located approximately six feet above grade. Access to the first floor is gated with a call box for visitors. A swimming pool and recreation room are proposed at the first floor of Building II. A decorative water feature and grand entrance is proposed at the center of the site at National Avenue.

The underground parking is accessed from two ramps, one at National Avenue (to the front) and one at Commodore Drive (at the rear). At basement level one; there are forty visitor parking spaces, with two elevators and two stairways for access to the street level and the first floor. Residents would access the gates at basement level one and either drive to the south for building one parking or to the north for building two parking. There are four elevators on each building side for access from the parking garage to the residential units. The applicant proposes to provide 243 parking spaces for building one, 391 parking spaces for building two and 40 visitor parking spaces.

ENTITLEMENT PROCESS

- **Tentative Parcel Map:** The applicant is required to submit a Tentative Map because individual condominium units are proposed. The map application also proposes a lot line adjustment. Approval of this Tentative Map application, followed by the approval of the Department of Real Estate, will allow the applicant to sell the condominium units individually. The CC&R's, which are proposed in conjunction with Tentative Map request, will set forth the rules for the individual condominium owners and the Home Owners Association (HOA). By establishing an HOA, the City will have a single point of contact for all property maintenance issues.
- **Planned Development Permit:** A Planned Development Permit (PDP) is required to allow the development of the proposed housing units. The PDP process is established within the Municipal Code to ensure that individual projects within a larger Planned Development area are designed and built in manner consistent with the original Development Plan. In this instance, the proposed PDP application must be consistent with the Navy Site Specific Plan and supporting documents (Design Guidelines, Development Agreement, etc.)
- **Architectural Review Permit:** The Municipal Code requires that all multifamily and commercial projects obtain an Architectural Review Permit. An Architectural Review Permit ensures that the buildings and grounds are attractive, appropriately scaled, and sensitive to surrounding development.

SQUARE FOOTAGE BREAKDOWN

Proposed Housing Unit Mix: The applicant proposes to construct 350 housing units; 163 units in building one and 187 units in building two. The unit mix is outlined below;

Housing unit mix

	Building One	Building Two	Total Units
One Bedroom	110 units	63 units	173 units (49%)
Two Bedroom	53 units	104 units	157 units (45%)
Three Bedroom	0	20 units	20 units (6%)
Total	163 units	187 units	350 units

Total lot coverage is 148,595 square feet (47.7%) and approximately 65,595 square feet of site is planting area (21%).

ARCHITECTURE/SITE PLAN

As stated above, the applicant has designed the development in two buildings around a landscaped plaza. The buildings are designed with a series of vertical tower elements and alternating balconies.

The applicant has also submitted a preliminary landscape plan showing a variety of internal paving

materials, grasses and ground cover, water elements and sculptures within the internal plaza. A toddler lot is proposed at the front of the site within the landscape strip across National Avenue. The plan calls for Canary Island Date Palms at the main entry, Chinese Elms trees along National Avenue, Magnolia and Chinese Hackberry trees along Commodore Drive (at the north side of the site) and Chinese Hackberry trees along the west side of the site. Additional accent trees are proposed along the perimeter of the site.

The applicant submitted plans for review on December 22, 2005. Larry Cannon, Architectural Peer Review Consultant, reviewed those plans and provided his comments (dated February 21, 2006). Staff and Larry Cannon met with the applicant to discuss these comments. The applicant revised the plans as submitted on March 29, 2005 that incorporates the majority of Mr. Cannon's comments.

Summary of Larry Cannon's Comments. The applicant's revisions in response to these comments are noted in italics.

- Consider finding another less prominent location for the garage entry, entry fountain is isolated by garage ramps on each side. Edges at entry fountain seem very abrupt. *Rather than change the entry location to the parking garage, the applicant consolidated the two access ramps into one 24' wide access ramp and added another access ramp at the rear of the site. The applicant redesigned the water element at the top of the access ramp and at either side of the ramp.*
- (Building one) Stepping down building at this corner as done on other corners along this street front would be desirable. Pedestrian level is dominated by blank wall garage face. *The applicant added awnings to the top floor windows and vertical siding to the upper floors. The applicant increased the height of the planting berm.*
- (Building two) Strong vertical emphasis seems out of character with other residential structures in the complex. Consider methods to visually accentuate top floors. Same general treatment of windows and balconies on all floors not very interesting (especially on tall thin elements), entry stoops along street edge would be desirable. *The applicant added awnings to the windows of the upper floors and added horizontal siding at a portion of the top two floors. The applicant also incorporated entry stoops and increased the height of the ground level planting berm. The applicant also modified the upper level balconies and the roof detail at the center of this building to provide more visual interest.*
- Entry does not seem very prominent or pleasant – *the applicant modified the entry design at both buildings.*
- *The applicant also improved the internal circulation of the parking garage.*

The applicant submitted revised plans to the Architectural Review Committee addressing most of the comments as noted above. Mr. Cannon reviewed these plans and provided his comments dated March 27, 2006 and summarized as follows;

- An entry stair with a single run for a 6' high rise is very uncomfortable. I would urge some rethinking of the entry to break that up with an intermediate landing.
- The shift of the elevator at the entry was good, but the earlier extended roof seemed more comfortable. The attached diagram combines those two ideas.
- The strong regularity and verticality of the north part of the front elevation has been improved, but still seems too strong. Some additional study would be desirable. The attached diagram suggests just one idea.

The Architectural Review Committee reviewed the proposed plans at its April 13, 2006 meeting. At that meeting, the Committee recommended the item be forwarded to the Planning Commission with a positive recommendation and the following comments:

- Correct color and scale on the perspective drawing.
- Add cooler colors on the north building.
- Extend portico over entryway or add another feature to balance scale.
- Bring color and material samples to Planning Department prior to the Planning Commission meeting.

The applicant submitted revised plans that address the comments of the Architectural Review Committee. Specifically, the applicant expanded the portico over the entryways (at both buildings) at the National Avenue elevation. This includes and expanded balcony with a new trellis feature at the main level and an expanded trellis feature at the street level. In response to the comment on the exterior colors, the applicant has added more green to the north building and reduced the area of peach color. The applicant has submitted a revised perspective drawing and a new color board. Staff feels these revisions have improved the design of the proposed buildings and addresses the comments raised at the Architectural Review Committee meeting.

CONCLUSION

Staff and the peer review architect have determined that the proposed design for the construction of a 350-unit development on Parcels 3 & 4) of the Crossing|San Bruno Project is in conformance with the U.S. Navy Site Specific Plan (as approved and amended on December 11, 2001), and the Design Guidelines for the Crossing|San Bruno Project (as approved on February 12, 2003). The development as proposed will fit in well with the other phases of the Crossing Development and will have a positive impact on the City of San Bruno.

Based on the discussion in this staff report, staff finds that all the required findings for approval of the Planned Development Permit and Architectural Review Permit can be made to allow the development of the 350 new residential units. Staff further finds that that all the required findings for the proposed Tentative Tract Map can be made to allow the subdivision of the two existing parcels into 350 condominium parcels with common area.

Date of Preparation: June 12, 2006
Prepared by: Aaron Akin, Planning Manager
Lisa Costa Sanders, Contract Planner

RESOLUTION NO. 2006 – 05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN BRUNO APPROVING A TENTATIVE SUBDIVISION MAP, PLANNED DEVELOPMENT PERMIT AND ARCHITECTURAL REVIEW PERMIT FOR THE CROSSING DEVELOPMENT, PARCELS 3 AND 4 (APN 020-013-230 and 020-013-240) - (PDP-05-05, AR-06-04 TM-06-003)

WHEREAS, SNK SB Crossing LLC ("Applicant") is the owner of that certain 7.0 acre site located at 1053 National Avenue at Commodore Drive in the City of San Bruno and more particularly described as Assessor's Parcel Number 020-013-230 and 020-013-240 (the "Property");

WHEREAS, Applicant desires to develop 350 new residential units on the 7.0 acre Property, with associated roadways and infrastructure (the "Project"), and;

WHEREAS, the Project is located within the Crossing Project, the uses for which were designated in the Navy Site Specific Plan (amended January 2002); and

WHEREAS, the Project is consistent with the Navy Site Specific Plan (amended January 2002) which designated the Property for office or residential use;

WHEREAS, the Project is consistent with the Navy Site Design Guidelines (as approved February 12, 2003) ;

WHEREAS, a Notice of Public Hearing was mailed on June 8, 2006, and duly posted in the San Mateo Times on Saturday, June 10, 2006, for consideration of a Tentative Map, Planned Development Permit and Architectural Review Permit; and

WHEREAS, the Planning Commission held a Public Hearing on the Planned Development Permit and Tentative Map on June 20, 2006 and on said date, the Public Hearing was opened, held and closed; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) and implementing guidelines, no additional environmental review is required because the Tentative Map, Planned Development Permit and Architectural Review Permit are substantially consistent with the type and intensity of land uses and roadway improvements analyzed in the previously certified EIR for the Crossing Project, there are no new significant impacts nor any substantial increase in the severity of previously identified significant impacts identified with the proposed project, and the mitigation measures adopted as part of the previous EIR are also applicable to the proposed project.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of San Bruno, based on facts in the staff reports, written and oral testimony, and exhibits presented:

Exhibit "A": Resolution 2006-05 with Conditions of Approval

1. With respect to the Tentative Map, the Planning Commission hereby finds:
 - (a) The real property to be subdivided, and each lot or parcel to be created, is of such character that it can be used safely for building purposes without danger to health or peril from fire, flood, geologic hazard or other menace;
 - (b) Each lot or parcel to be created will constitute a buildable site and will be capable of being developed in accordance with the applicable provisions of the zoning code;
 - (c) The site is physically suitable for the type and proposed density of development;
 - (d) The design of the subdivision and improvements, and the type of improvements, is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat or to cause serious public health problems; and
 - (e) The design of the subdivision or type of improvements will not conflict with easements acquired by the public at large for access through, or use of, property within the proposed subdivision.
2. With respect to the Planned Development Permit, the Planning Commission hereby finds that the proposed Planned Development Permit is consistent with the Development Plan set forth in the Navy Site Specific Plan.
3. With respect to the Architectural Review Permit, the Planning Commission hereby finds:
 - (a) That the location, size and intensity of the proposed development will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern, taking into account the proposed use as compared with the general character and intensity of the neighborhood;
 - (b) That the accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses;
 - (c) That sufficient landscape areas have been reserved for the purposes of separating or screening service and storage areas from the street and adjoining building sites, breaking up large expanses of paved areas, and separating or screening parking areas from the street and adjoining building areas from paved areas and to provide access from buildings to open areas. In addition, that adequate guarantees are made, such as the filing of a performance bond, to insure maintenance of landscaped areas;

- (d) That the proposed development, as set forth on the plans, will not unreasonably restrict or interfere with light and air on the property and on other property in the neighborhood, will not hinder or discourage the appropriate development and use of land and buildings in the neighborhood, or impair the value thereof; and is consistent with the design and scale of the neighborhood;
- (e) That the proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks and rocks, scenic corridors, and the natural grade of the site;
- (f) That the general appearance of the proposed building, structure, or grounds will be in keeping with the character of the neighborhood, will not be detrimental to the orderly and harmonious development of the city, and will not impair the desirability of investment or occupation in the neighborhood; and
- (g) That the proposed development is consistent with the General Plan.

4. The Planning Commission hereby approves:

- (a) The Tentative Map, subject to the conditions of approval attached hereto as Exhibit A;
- (b) The Planned Development Permit, subject to the conditions of approval attached hereto as Exhibit B; and
- (c) The Architectural Review Permit.

Dated: June 20, 2006

Planning Commission Chair

ATTEST:

APPROVED AS TO FORM:

Planning Commission Secretary

City Attorney

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I, _____, Planning Commission Secretary, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of San Bruno this 20th day of June, 2006 by the following vote:

AYES: Commissioners: _____

NOES: Commissioners: _____

ABSTAIN: Commissioners: _____

ABSENT: Commissioners: _____

EXHIBIT A

CONDITIONS OF APPROVAL CROSSING PARCELS 3 & 4 TENTATIVE TRACT MAP (TM-06-03)

Community Development Conditions

1. These conditions of approval shall govern if there is any conflict between the approved tentative map and the conditions of approval.
2. The applicant shall provide proof of payment to outside utility providers for all required service fees.
3. At the completion of construction of the improvements, the Applicant is obligated to provide all required information to the City including, but not limited to, all certifications, warranties, guarantees, proof of payment to outside agencies and as-constructed drawings (Vesting Tentative Map COA #82).

Fire Department Conditions

4. The applicant shall provide Fire Department emergency access in accordance with CFC, 2001 Edition, Section 902. In addition, where there are multi-story buildings that could require aerial ladder access, the vertical clearance requirements of section 902.2.2.2.1 shall be equal to the height of the building but not less than 50 feet, such that the aerial ladder can operate and access all windows and the roof without obstruction of power lines, lighting fixtures or trees.
5. The applicant shall provide a water system in accordance with CFC, 2001 Edition, Section 903 that can provide the building fire-flow (fire hydrant) requirements, plus any fire sprinkler and standpipe water demands, in accordance with CFC, 2001 Edition, Appendix III-A & III-B. Applicant shall submit fire flow calculations prior to issuance of building permit.
6. The applicant shall provide the required number of fire hydrants in accordance with CFC, 2001 Edition, Section 903, as located by the San Bruno Fire Department, so as to comply with Appendix III-A & III-B depending upon the size (floor area & height) and type of construction.
7. All fire hydrants will provide a minimum flow of 2500 gpm at 20# residual pressure at locations approved by the San Bruno Fire Department and will be protected from vehicular damage in an approved manner (Vesting Tentative Map COA #142).
8. The Fire Department Connection shall be installed as part of the City of San Bruno Water Division standard Double Detector Check Valve assembly. A separate Post Indicator Valve is not required. The FDC shall be installed with the finished height of 36" to 48" adjacent to the western street access. Location of the DDC-FDC shall be greater than 25' but less than 50' to the adjacent fire hydrant.

Public Works Conditions

9. All roadways and other improvements shall be designed in accordance with the Specific Plan, City Standards and San Bruno City Code Section 12.44.

10. The Developer shall pay for and construct all improvements to private land and implement any conditions or mitigation measures applicable to private land defined in the Development Agreement.
11. The Developer shall be responsible for the cost of all City Reviews and inspections required for all improvements associated with the Development, as indicated in the Development Agreement.
12. The Developer shall pay all required Development Impact Fees per the Development Agreement, post performance bond for infrastructure improvements to support the development in accordance with the EIR mitigation and/or Development Agreement prior to recordation of the Final Map.
13. With the submission of the Improvement Plans, the Developer shall submit site specific geotechnical soil and foundation study, report, and recommendations in regard to underlying soils, future subsidence, consolidation, liquefaction, seismic safety, water table, and perimeter lands, foundations of structures, and pavement structural sections. All Improvements shall reflect the recommendations contained within the reports. The reports shall be filed with the City Engineer, in conjunction with the Improvement Plans. The Developer shall submit supplemental geotechnical reports, as determined necessary by the City Engineer or project soil engineer to clarify localized soil conditions and requirements for each phase of construction. Prior to construction the geotechnical engineer shall review the improvement plans and stamp and sign the plans, if approved. During grading and construction, the soil engineer will review all fieldwork including, but not limited to, excavation, shoring, trenching, roadway sub-grade preparation and compaction, roadway finished subbase/base placement and compaction, and trenching. The soil engineer shall sign "as built" grading plans prior to recordation of Final Map. Furthermore, contractor shall construct an all weather roadway access sufficient to support fire fighting, apparatus access to all materials storage and buildings under construction, all to the satisfaction of the Fire Marshall and the City Engineer.
14. Prior to recordation of the Final Map, the Developer shall submit a site assessment report for hazardous materials. A site assessment report for hazardous materials shall also be submitted if required by third party regulatory agencies.
15. Prior to the recordation of the Final Map, the Developer shall submit engineered Improvement Plans (including specifications & engineers cost estimates), for approval by the City Engineer, showing the infrastructure necessary to serve the Development. The Improvement Plans shall include, but are not limited to, all engineering calculations necessary to substantiate the design, proposed roadways, drainage improvements, utilities, traffic control devices, retaining walls, sanitary sewers, and storm drains, pump/lift stations, street lightings, common area landscaping and other project improvements.
16. Prior to recordation of the Final Map, the Developer shall demonstrate adequate emergency vehicle access satisfactory to the City of San Bruno Fire Marshal, and shall demonstrate adequate utility capacity for the development (this includes storm drainage, sanitary sewer, and water).
17. All Improvement Plans shall be submitted on 24"x36" standard plan sheets. Scale shall be sufficiently large for clarity and review. Street Improvement Plans and Profiles

shall have a minimum of 1"=20' scale, Site Plan, Grading Plans shall have a minimum scale of 1"=40'.

18. For systems and equipment that will become a public responsibility, prior to the approval of the infrastructure improvement plans, the developer shall submit a development phasing plan to support the development and shall submit a schedule of completion of public improvements to support development. This shall be in accordance with the Specific Plan.
19. As part of the improvement plans, developer shall submit a detailed exhibit with details and specifications of demolished and abandoned utilities. All utility pipes to be abandoned shall be removed or filled with slurry subject to City Engineer's approval.
20. Prior to the use of the recycled base rock as roadbed material, the soils engineer shall submit a report and written proposal addressing the quality control concerns and identifying the properties of the proposed material. The soils engineer shall certify this material as an "engineered fill"; that the material satisfies the State Specs of California Department of Transportation Specifications, and that the material satisfies the required R-values for the roadway's structural section. The soils engineer shall be present at the site to observe the grading process and to certify that the material is acceptable as structural backfill.
21. Drums and other containers on the project site that contain hazardous liquids or solids shall be categorized and recycled, or disposed of appropriately. Segregation, labeling, shipment and disposal will be conducted by a state-certified hazardous materials contractor, and in accordance with federal and state disposal regulations.
22. The Developer shall provide, as part of the on-site Improvement Plans submittal, detailed structural calculations and design details for retaining walls, which may be constructed as part of the Project. Walls shall incorporate drainage features to ensure proper drainage of the wall and site. The aesthetic design shall be to the satisfaction of the Planning Director. The structural and drainage design shall be to the satisfaction of the City Engineer and the Building Official.
23. Prior to the approval of any Improvement Plans, Developer shall provide the City Engineer and Director of Planning a post-construction plan incorporating Best Management Practices (BMPs) into the storm drainage system, that will serve the development after completion of construction.
24. As part of the Improvement Plans, Developer shall prepare and submit a grading plan with appropriate erosion control measures for the over all grading of each parcel. This grading plan shall after demolition show runoff containment such that each parcel is developed with post-construction BMPs. Temporary sediment basins shall be provided after demolition of any structures and existing infrastructure. These temporary control structures shall remain in place until parcels are developed. A maintenance plan shall be submitted to the City Engineer indicating contractor responsibility for maintaining the erosion control plan for the duration of the project. This maintenance plan shall include dust control, but not limited to BMPs as outlined in the Storm Water Pollution Prevention-Program (SWPPP). This maintenance plan shall be to the satisfaction of the City of San Bruno and shall meet all Pollution Prevention Program Regional Water Quality Control Board (RWQCB) requirements. This maintenance plan shall be described in the Covenants, Conditions and Restrictions (CC&Rs) and shall become the responsibility of the owner(s) after construction is completed.

25. Grading plans shall minimize the need for off haul from the Project Site. Design shall incorporate all elements of the applicable soils report(s) and include a pre-and post consolidation plan. The grading plans shall be prepared to the satisfaction of the City Engineer, and signed off by the geotechnical engineer indicating that plans are in compliance with the geotechnical report. After completion of grading and prior to Final Map recordation, geotechnical engineer indicating that grading is in compliance with the geotechnical report.
26. All sidewalks, curb & gutter shall be monolithic, and all traverse grades shall be 2%, and in compliance with the Specific Plan.
27. Minimum gutter grades shall be 0.70%, minimum.
28. The grading plan shall show that each parcel incorporates drainage features necessary to assure continued drainage over City Engineer approved easements and right of way to the nearest appropriate public facility and away from adjacent properties.
29. In conjunction with submittal of Grading Plans, the Developer shall file a Notice of Intent for storm water discharge with the Regional Water Quality Control Board. A copy of the filing shall be submitted to the City Engineer as part of the required Improvement Plans for the site.
30. An amended SWPPP, if required by any agency and/or the City Engineer, shall be resubmitted to the City of San Bruno and the Regional Water Quality Control Board, prior to the approval of the improvement plans. This submittal shall be prior to the approval and issuance of grading and building permit associated with the development of each parcel as applicable.
31. Stop signs and markings shall be installed at each privately maintained roadway entrance onto a publicly maintained street
32. All public roadway structural sections shall be designed for a traffic index of 8 as outlined in the Latest Geotechnical Report dated May 15, 2002, prepared by Treadwell & Rollo Environmental and Geotechnical Consultants, and any subliminal geotechnical report.
33. Joint trenches under sidewalks shall include telephone, electrical, communication, television, and gas lines. The trench width and depth shall be to the standards of the utility companies and to the satisfaction of the City Engineer.
34. Traffic control, regulatory, warning, guide signs and markings (including fire hydrant pavement markers) shall be installed in conformance with the Manual of Uniform Traffic Control Devices, and as directed and approved by the City Engineer.

Sanitary Sewers:

35. Prior to issuance of a building permit, the Developer shall pay for all on-site service connection fees.
36. Utility clearances between utility mains, sewers, structures or other objects shall be to the satisfaction of the City Engineer. A minimum of one foot vertical and 10 feet horizontal shall be maintained between sewer and water lines.
37. Minimum sewer mains shall be 8- inches.
38. All new proposed sewer easements shall be a minimum of fifteen (15) feet. Sewer easement size may be reduced at the discretion of the City Engineer.

39. Flushing inlets are required on all dead-end lines, whether in a cul-de-sac or at a dead-end street, except where the line is terminated at a manhole. Flushing inlets shall be located not more than one hundred fifty feet (150-feet) from a manhole.

Storm Drains:

40. Culverts and storm drains shall be designed with the hydraulic grade line six inches below the flow line of the curb and appurtenance to avoid serious damage from a fifty-year storm.
41. Inlets or down-drains, where applicable, shall be spaced and located so as to relieve the street of all storm water generated by a twenty-five-year storm.
42. Spacing for storm drain inlets on streets with curb and gutter shall not exceed 800-feet; provided, however, that the maximum width of gutter flow spread shall not exceed 8-feet and shall leave at least one lane of traffic in each direction from being submerged.
43. A final hydrology and hydraulic report shall be submitted to the City for review and approval to demonstrate full compliance with drainage system design requirement.
44. Prior to the approval of any Improvement Plans, Developer shall demonstrate in an exhibit form identifying sag points on the proposed storm drain system. In areas that drain to a sag point, the building finished floor elevations should be at least 0.5 feet above the 100 year, storm water, surface elevation at any overland release location.
45. All surface drainage from each parcel shall be sloped away from each building toward the street frontage at a minimum of two (2%) percent slope and in accordance with the UBC code, and to the satisfaction of the City Engineer. All surface runoff from each parcel shall be conveyed to a detention system, if required, then to a piped system tied to the City's storm drainage system.
46. No drainage shall be permitted across any lot line other than onto streets or common areas, to the satisfaction of the City Engineer except within easements. Alternatively, the City Engineer may approve language within the CC&R's which demonstrates drainage over property lines is adequately addressed.
47. All streets shall be designed such that gutter spread from a 25 year storm event will maintain at least one traffic lane clear in each direction from being submerged.

Water:

48. Prior to issuance of a building permit for each parcel, Developer shall pay all on-site service connection fees.
49. All on-site facilities, backflow devices, and connections shall be designed and constructed by the Developer in accordance with the City Standards and to the satisfaction of the City Engineer.
50. All on-site water lines shall be of the, minimum diameter recommended in the letter from Brown & Caldwell.

Conditions, Covenants and Restrictions (CC&Rs)

51. In conjunction with the Improvement Plans, the Developer shall submit a copy of the proposed Conditions, Covenants and Restriction. All condominium owners must be members of their Association. The submittal shall include an estimate of costs and proposed level of maintenance for each of the activities identified. The CC&Rs shall

provide for funding and provision of maintenance of all common facilities, such as streets and utilities, not accepted for maintenance by a public agency. The CC&Rs shall stipulate that an Association is responsible for maintaining landscaping along public and private streets as shown on the Tentative Map.

- 52. The CC&R's shall be approved by City prior to recordation of the Final Map and shall be recorded with the County of San Mateo prior to Occupancy.
- 53. All privately maintained streets and utilities, including storm drain, sanitary sewer and water facilities, within the development shall be maintained by an Association, as applicable. All public streets and public utilities shall be maintained by the City and in accordance with the Development Agreement.
- 54. Prior to occupancy, two copies of the approved and recorded CC&Rs shall be submitted to the City Engineer and Planning Director.
- 55. The CC&Rs shall describe how the storm water BMPs associated with privately owned improvements and landscaping shall be funded and maintained by an association.

Special Conditions

- 56. At the completion of construction of the improvements, the Developer is obligated to provide all required information to the City including, but not limited to, all certifications, warranties, guarantees, and proof of payment to outside agencies.
- 57. The use of a detention system is subject to the approval of the City Engineer.
- 58. The maintenance of any detention system, if approved, shall be the responsibility of the developer and the location shall be approved by the City. Developer shall be responsible for cost of construction and maintenance of the detention system.
- 59. The Developer shall dedicate fifteen (15) ft., minimum public utility easements for all new, proposed public utilities on private lots or parcels, prior to the issuance certificate of occupancy. All proposed utility easements shall be shown on the Final Map.
- 60. The waterline shall be designed and constructed per City Standards. Developer shall obtain all required easements from property owners for the installation of the waterline prior to recording the Final Map. The Developer shall obtain all required permits from San Francisco Public Utilities Commission (SFPUC).
- 61. The dedication of a public right-of-way easement for the driving surface of National Avenue to the extent that it is shown to traverse Parcels 3 and 4, shall be ensured via an irrevocable offer to dedicate. The dedication shall be recorded prior to the issuance of building permits for any parcels within the Development.
- 62. Developer shall provide recorded documents with title report before the approval of the Final Map.
- 63. The roadway from Cherry Avenue to the development site shall be properly signed and striped by the Developer in accordance with the Manual of Uniform Traffic Control Devices to accommodate public traffic. Developer shall submit signage and striping plans to the Public Works Department for approval prior to the recordation of the Final Map.
- 64. Developer shall obtain any and all required encroachment permits from Caltrans, SFPUC and other agencies for construction within their jurisdiction.

65. Developer shall complete construction of all public roadway, fire lanes, utility improvements and required private improvements, prior to occupancy of any parcels within the subdivision; unless otherwise agreed upon by City in writing.
66. The developer shall identify the maintenance responsibility for all private storm drain systems in the recorded documents.
67. If required, Developer shall obtain approval in writing from Caltrans for discharging any storm drain water onto Caltrans property along Highway 380.
68. The developer shall install and maintain vegetated drainage swales, detention ponds, City approved cartridge filter units, landscaped areas, etc. for the storm-water collected from new parking lots and other impervious surfaces, as approved by the City Engineer.
69. All landscaping shall be properly maintained and comply with the City of San Bruno Water Efficient Landscape and Irrigation Guidelines.
70. The development design shall be based upon pot holing, or equally effective methods, to locate actual points of connection to or crossing over of existing utility stub-outs or utility lines for utility services to the development. This pot holing/method is required where the actual, existing utility size, material, elevation and plan location is unknown.
71. Developer shall defend, indemnify, and hold harmless the City of San Bruno, its agents, officers and employees from any claim, action or proceeding against the City of San Bruno, or its agents, officers and employees to attack, set aside, void or annul, this approval or any other approval of the City of San Bruno, or any advisory agency, appeal board or legislative body of the City of San Bruno, concerning this map. The City of San Bruno must promptly notify the Applicant of any such claim, action or proceeding and shall cooperate fully in the defense.

EXHIBIT B

CONDITIONS OF APPROVAL CROSSING, PARCELS 3 & 4 PLANNED DEVELOPMENT PERMIT (PDP-05-05)

Community Development Conditions

1. The applicant shall file a declaration of acceptance of the following conditions by submitting a signed copy of the Summary of Hearing to the Community Development Department within 30 days of approval of the Planned Development Permit and Tentative Map. Until such time as the Summary is filed, these permits shall not be valid for any purpose. These permits shall expire one (1) year from the date of City Council approval unless a building permit has been secured prior to the one (1) year date.
2. The project shall be built according to plans approved by the Planning Commission on June 20, 2006, included as an attachment to the staff report, except as required to be modified by these Conditions of Approval, City Council action, and/or agreement between applicant and the City. Any modification to the approved plans shall require review and approval by the Community Development Director.
3. The applicant shall obtain a City of San Bruno building permit before construction can proceed.
4. Prior to Final Inspection, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the City of San Bruno.
5. All proposed business identification signs shall require prior city approval in accordance with The Crossing Master Signage Program.
6. The property is subject to a Maintenance Agreement between Martin/Regis San Bruno Associates, LLP and the City, recorded in the Official Records of San Mateo County as Document No. 2002-258605.
7. Trash containers must at all times be stored in appropriately designated trash areas. A garbage and recycling program shall be coordinated with San Bruno Garbage.
8. The applicant shall provide regular cleaning of debris and litter on the property.
9. The applicant shall provide prompt cleaning/repainting of any graffiti on all building exteriors.
10. The applicant shall comply with all terms and conditions in the Development Agreement (DA), as approved by City Council Ordinance 1653, adopted January 8, 2002 and effective thirty (30) days thereafter, and recorded 1/24/2002, O.R. Document #2004-023306, Assessor-County Clerk-Recorder, San Mateo County, as has been and may be amended from time to time, that were assigned to the applicant pursuant to an Assignment and Assumption Agreement.
11. The applicant shall comply with the approved mitigation monitoring plan.
12. The project shall include and meet all the necessary requirements of the City of San Bruno, and San Mateo Countywide Stormwater Pollution Prevention Program to the satisfaction of the City Engineer.
13. A plan showing the location of any temporary contractor's storage yard or construction trailer on the property, including security fencing and lighting, shall be submitted to the

Community Development Director for approval prior to installation. Interim landscaping may be required by the Community Development Director.

14. Applicant shall defend, indemnify, and hold harmless the City of San Bruno, its agents, officers and employees from any claim, action or proceeding against the City of San Bruno, or its agents, officers and employees to attack, set aside, void or annul, an approval of the City of San Bruno, or any advisory agency, appeal board or legislative body of the City of San Bruno, concerning this permit. The City of San Bruno must promptly notify the Applicant of any such claim, action or proceeding and shall cooperate fully in the defense.
15. All playground equipment & landscaping improvements must be installed prior to building occupancy or Final Certificate of Occupancy .
16. Engineered retaining walls over 3 feet in height shall be constructed of approved durable material, to the satisfaction of the City Engineer, Planning Director, and Building Official (Vesting Tentative Map COA #31).
17. Prior to issuance of a building permit, the applicant shall provide confirmation that all residential finish floor elevations shall be at least 1 foot above the 100-year event water level for the calculated flows in the street (this should consider any backwater from the drainage system as it will be used for detention) (Vesting Tentative Map COA #32).
18. The building permit submittals shall demonstrate that the seismic design of all structures is consistent with the requirements of the California Building Code (Vesting Tentative Map COA #127).
19. All units shall be equipped with low-flow toilets, low-flow showerheads, drip irrigation and other water-saving devices. Other features that should be included if feasible include kitchen/bath hot water re-circulating systems, and faucet aerators (Vesting Tentative Map COA #130).

Police Department Conditions

20. All Police Department conditions are based the Police Officers' Standards of Training (POST) Crime Prevention Through Environmental Design (CPTED) standards. CPTED standards are recommendations to be applied as appropriate. The developer will work with the Police Department to develop a security plan for the building design.

Lighting

21. Parking lots and associated garages, driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting with sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness. Such lighting shall be equipped with vandal-resistant covers/lenses.
22. All exterior doors shall have their own light source which will adequately illuminate entry/exit areas at all hours in order to make any person on the premises clearly visible and provide adequate illumination for persons entering and exiting the building.

Landscaping

23. Landscaping shall be of the type and situated in locations to maximize observation while providing the desired degree of aesthetics. Security planting materials are encouraged along fence and property lines and under vulnerable windows. Landscaping shall not

conceal doors or window from view, obstruct visibility of the parking lot from the street or business buildings, nor provide access to the roof.

Line of sight/Natural Surveillance

- 24. It is highly desirable to design an elevator shaft and cab to be transparent, making occupants of the cab visible from the outside.
- 25. Single and double-binned trash enclosures should be located at the perimeter of the parking lot, not adjacent to buildings or contiguous to exterior building doors.
- 26. Other line of sight obstructions (including recessed doorways, alcoves, etc.) should be avoided on building exterior walls, and interior hallways.
- 27. Convex mirrors should be installed in elevator cabs and at stairwell landings.

Parking Structure

- 28. The interior of the structure should be painted a light, highly reflective color.
- 29. Metal halide, or other bright white light source, should be utilized. No dark areas should exist inside the structure.
- 30. Alcoves and other visible obstructions that might constitute a hiding place should be eliminated whenever structurally possible. Pillars, columns and other open construction should be utilized over a solid wall design.
- 31. Whenever possible, stairwells should be of open design. When, by necessity, a stairwell is enclosed, convex mirrors should be placed at each stairwell landing, and the stairwell doors should employ as much transparent material as fire code allows.
- 32. Convex mirrors should be placed inside elevator cabs.
- 33. Bars or grating should be utilized to impede pedestrian access to the structure from ground level openings. Landscaping contiguous to this grating should be the type that does not block natural light fenestration into the garage.
- 34. Access control should be utilized for vehicular and pedestrian traffic.
- 35. Clearly marked, hands-free emergency phones/panic alarms should be placed through the structure, if possible.
- 36. CCTV surveillance shall be installed in key locations. Locations of CCTV cameras shall be approved Police Department prior to occupancy.
- 37. Panic alarms should be utilized throughout the parking structure and be connected with an off-site security monitoring company.

Signage/Parking Lot

- 38. All entrances to parking areas shall be posted with appropriate signs per 22658(a) CVC, to assist in removal of vehicles at the property owner's/manager's request.
- 39. All handicap parking stalls shall be appropriately painted and marked as per the California Vehicular Code.

Fencing/Barrier

- 40. Whenever possible, open fencing design such as wrought iron, tubular steel, or densely linked and heavy-posted chain-link should be utilized in order to maximize natural surveillance while establishing territoriality.
- 41. Other barrier considerations include: block walls; decorative cement planters; access control to high valued storage areas; locked cages, rooms and safes; shipping and

receiving door screens; bullet resistant enclosures with pass through for pick up and delivery; interior man trap enclosures to secure and separate shipping and receiving areas.

Fire Department Conditions

(All references to Codes refer to the San Bruno Municipal Codes in addition to state and national standards.)

42. All Fire Department standards for sprinklers, fire extinguishers, alarms exit signs, emergency vehicle access, fire lanes, and building egress shall be met in accordance with CFC, 2001 Edition.
43. Plans for all water supply, emergency access roadways, buildings and their fire life safety systems shall be submitted to the San Bruno Fire Department for review, comment and approval prior to construction.
44. For any and all construction that requires Fire Code Permits, (i.e. Hot Works, Article 49 of the California Fire Code CFC), applicant shall pay all applicable application fees and comply with the requirements thereof.
45. The project shall comply with all of the following conditions related to fire sprinklers:
 - a. The entire project shall be protected by a NFPA 13 Sprinkler System.
 - b. The automatic fire alarm system shall be installed in all exit pathways and common areas.
 - c. Sprinklers shall be excluded from elevator shafts and equipment rooms so as to not require electric shunts. Smoke detectors shall be installed in lieu of sprinklers.
 - d. Sprinklers will be required for exterior balconies of combustible construction.
46. Provide 2 ½" combination wet/standpipe connections on all floors so that any part of the complex can be reached with 150' of hose.
47. The project shall comply with the following:
 - a. Elevators and stairwells in close proximity or adjacent to each other shall be numbered the same.
 - b. All rooms shall be labeled as to their type or use.
 - c. Stairwell signs shall be installed in accordance with the CFC Appendix IC.
 - d. A 35' ladder shall be provided as required by the Fire Department in courtyards that are not accessible by fire apparatus and housed in weather protective enclosures.
48. All project plans will provide required fire flow capability in accordance with CFC Appendix III-A prior to submission for review/comment. Reductions allowed as exceptions in the Fire Code will not be automatically approved.
49. Applicant shall provide Knox boxes, at locations approved by the San Bruno Fire Department, on all buildings that are not staffed 24/7. Keys will include but not be limited to: Grand Master for all exterior openings and interior doors; elevator fire control key; a single key for the Fire Alarm panel and pull station reset; any other keys deemed necessary. More than one set of keys may be required (Vesting Tentative Map COA #144).
50. Remote annunciators will be provided at locations to be approved by the San Bruno Fire Department. Any alarm system installed will be required to be a "UL Certified Installation". Floor plans 11" x 17" in size with a CAD program copy will be provided to illustrate location and type of all devices connected to the fire alarm system. All initiating

devices will be individually detected, annunciated and monitored (Vesting Tentative Map COA #145).

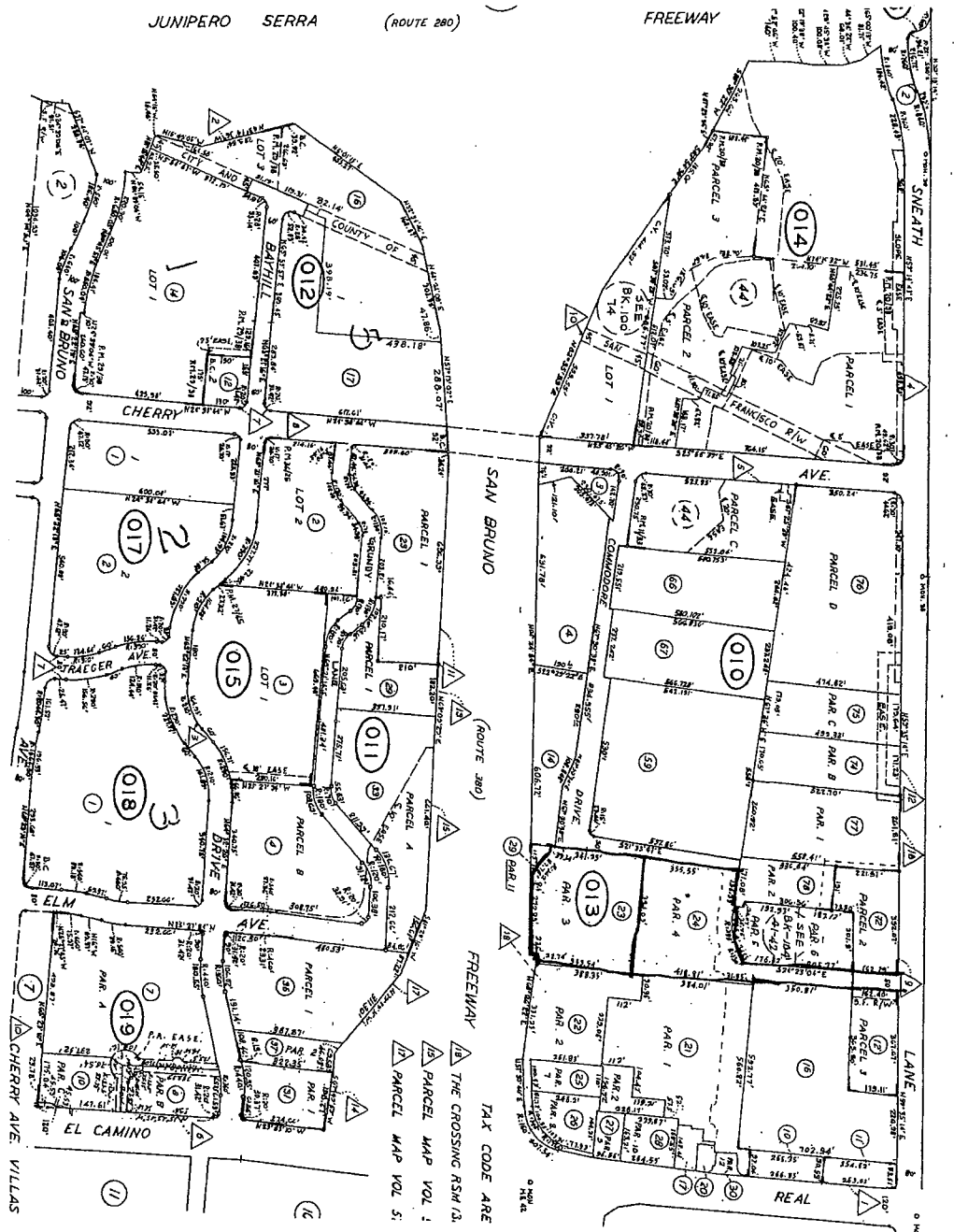
51. Unless a building is staffed 24/7, the fire alarm and/or sprinkler system and any other fire systems, will be monitored by a UL listed Central Station.
52. Address numbers shall be affixed to all buildings. The numbers must be illuminated during darkness and be of a size, color and location as approved by the San Bruno Fire Department. Buildings with individual offices or living units will be numbered as approved by the San Bruno Fire Department. The address number shall be illuminated during the hours of darkness so that it shall be easily visible from the street. The numerals in these numbers shall be no less than twelve (12) inches in height and of color contrasting with the background. In addition, any business in a location which affords vehicular access to the rear through any driveway, alleyway or parking lot shall also display the same numbers on the rear of the building.
53. Each different unit within a multiple-tenant building shall have its address prominently displayed on its front. (on units with stoops, we typically do not address the stoop for security reasons) NOTE: The address numbers shall be placed above or near the front entrance and on each of the other three sides of the building. The goal is to make the addressing visible to responding emergency units arriving from any direction. Address numbering of individual living units will be approved by the Fire Marshal. If less than 99 units per floor per building, a three digit numbering system shall be used where the first number is the floor, and the remaining two digits reflect the unit number in a clockwise rotation. If more than 99 units per floor, a four digit numbering system shall be used.
54. All plans submitted for fire department review will only be conditionally approved subject to successful field inspection and testing for compliance of NFPA, Title 19, California Fire Code with local amendments, regulations and standards.
55. It is strongly recommended that buildings with metered gas service be provided with an approved excess-flow device or an approved earthquake shut-off valve.
56. All Fire Department requirements will need to be satisfied and all permits/fees paid prior to occupancy (Vesting Tentative Map COA #151).
57. FIRE LANE AND HANDICAPPED AREA PAINTING
 - a. All raised curbing not designated as a parking area shall be marked as a "FIRE LANE" as required by SBMC 7.16.040.
 - b. Handicapped areas shall be marked as required in California Vehicle Code section 22511.8.

San Bruno Cable Conditions

58. Cable infrastructure shall be provided to all units. Details must be shown in Building Division submittal.
59. Developer shall construct underground conduit system and vaults as required along side SBC and PG&E to bring San Bruno Cable service to the development,
60. Developer shall install a conduit system throughout the complex for Cable wiring to all units.
61. Developer provide inside wiring with adequate number of outlets for each unit per CATV specifications.
62. San Bruno Cable will furnish and install all electronics that are required to serve the new developments. San Bruno Cable will do all final connections to the units.

Public Works Conditions

63. Developer shall obtain a hauling permit from the Department of Public Works prior to off-hauling soil.
64. Prior to the issuance of any building permit, Developer shall incorporate area adequate storage space for project recyclable and compostable materials. This shall include adequate storage space on each floor of each building and its enclosed garbage areas, as well as adequate loading space, to accommodate the City of San Bruno's recycling program.
65. During construction, the Developer shall ensure that a program of dust control is implemented consistent with Bay Area Air Quality Management District (BAAQMD) requirements.
66. The Approved SWPPP shall be maintained on site during construction, and shall be amended as appropriate during the development of each parcel to the satisfaction of the City Engineer. The Developer shall ensure that the SWPPP shall be amended prior to the approval of a grading plan for each parcel.
67. A water tank or on site water shall be maintained at the site, and utilized for dust control during the duration of the project construction, including holidays, and weekends.
68. Prior to the awarding of contracts for grading and construction, the applicant shall provide the Public Works Department with a plan indicating the amount of soil to be removed, the number of truck trips required and the proposed haul routes. A survey of the conditions of the road surfaces to be used during construction shall be conducted jointly by representatives of the City of San Bruno and the Developer to document the condition of the roadway prior to the beginning of the grading. A similar survey shall be conducted near the completion of the construction or after at least 95% of all major heavy construction traffic on the roadways associated with the project is completed. The applicant shall be responsible for any reasonable repair to those sections or portions, and if necessary, the entire roadway length used for construction traffic, necessary to return the roadway to a condition that it reasonably can be projected that the roadway would be in were there no construction-related traffic generated by the proposed project. It shall be the sole option of the Developer as to whether the work is performed by the project contractor, an outside contractor, or by the City of San Bruno forces after reasonable and equitable payment by the Developer. All work and materials shall conform with published City of San Bruno road standards in effect at the time that the contract for construction is bid.



1053 National Avenue – LOTS 3 & 4
 020-013-230 and 020-013-240
 PDP 05-05

Exhibit "B": Location Map

A 350 UNIT MULTIFAMILY RESIDENTIAL PROJECT

SNK SB CROSSING, LLC

RECEIVED

[illegible]

DOH
 20400 CHAMBERS ST
 SUITE 100
 NORTH CREEK, CA
 94747
 (925) 462-2521

THE CROSSING
SAN BRUNO, CALIFORNIA
FOR:
SNK SB CROSSING LLC.



BASINEMENT 2
DATA
CALCULATION

VM
 03/04/06
 1" = 20'
 0412
 2004

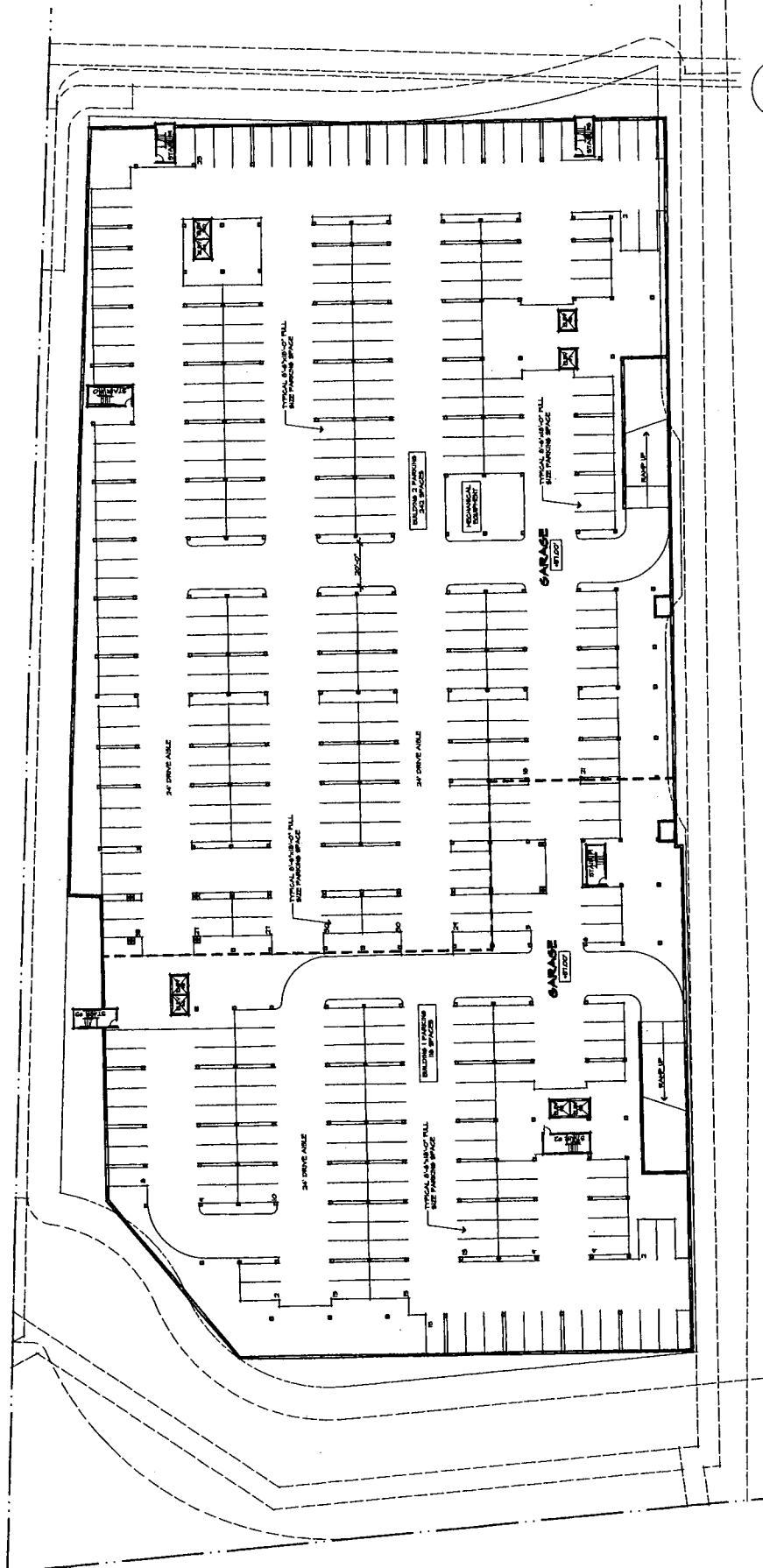
A2.1

TYPE	BEDRMS	BUILDING - UNIT DATA			TOTAL 4Q2055
		QUANTITY	NET AREA	TOTAL NET AREA	
A	1	40	704 SF	20,160 SF	30,560 SF
B	1	50	810 SF	40,500 SF	45,100 SF
C	1	30	472 SF	14,440 SF	20,700 SF
D	2	90	1,090 SF	9,500 SF	35,570 SF
E	25	23	1,174 SF	27,117 SF	29,818 SF
TOTALS	63	263	14,717 SF	146,717 SF	157,344 SF

BUILDING 2 - PARKING DATA			
TYPE	QUANTITY	PARKING RATIO	PARKING REQ'D
1 BEDRM	63	1 EACH	63
2 BEDRM	104	2 EACH	208
3 BEDRM	20	3 EACH	60
VISITOR	187	0.1 EACH	19
	TOTAL REQUIRED		350
	TOTAL PROVIDED		350

BUILDING 2 - UNIT DATA						
TYPE	BEDROOMS	QUANTITY	NET AREA	TOTAL NET AREA	GROSS SF	TOTAL GROSS
TH 1	3	10	1,781 SF	17,810 SF	1,991 SF	19,940 SF
TH 2	2	20	1,581 SF	9,620 SF	1,649 SF	93,280 SF
TH 3	2	26	1,800 SF	31,800 SF	1,822 SF	42,172 SF
B	1	15	810 SF	12,150 SF	874 SF	13,110 SF
B2	1	10	746 SF	7,460 SF	868 SF	8,680 SF
B3	1	13	708 SF	10,205 SF	981 SF	12,683 SF
C	1	20	972 SF	19,440 SF	960 SF	20,700 SF
C2	1	5	497 SF	4,965 SF	1,266 SF	5,278 SF
F	2	15	1,032 SF	15,480 SF	1,243 SF	18,650 SF
G	2	15	1,306 SF	19,578 SF	1,907 SF	18,195 SF
H	2	25	1,230 SF	30,750 SF	1,246 SF	32,400 SF
H1	2	5	1,194 SF	5,970 SF	1,274 SF	6,345 SF
J	3	9	1,608 SF	14,472 SF	1,693 SF	16,930 SF
TOTALS		187		229,155 SF		244,990 SF

CALCULATIONS - PARKING AND BUILDING DATA



SITE PLAN - BASEMENT 2
1" = 30'

[illegible]

2450 Camino Diablo
Suite 110
Mesa Creek, CO
94847
(408) 288-8043

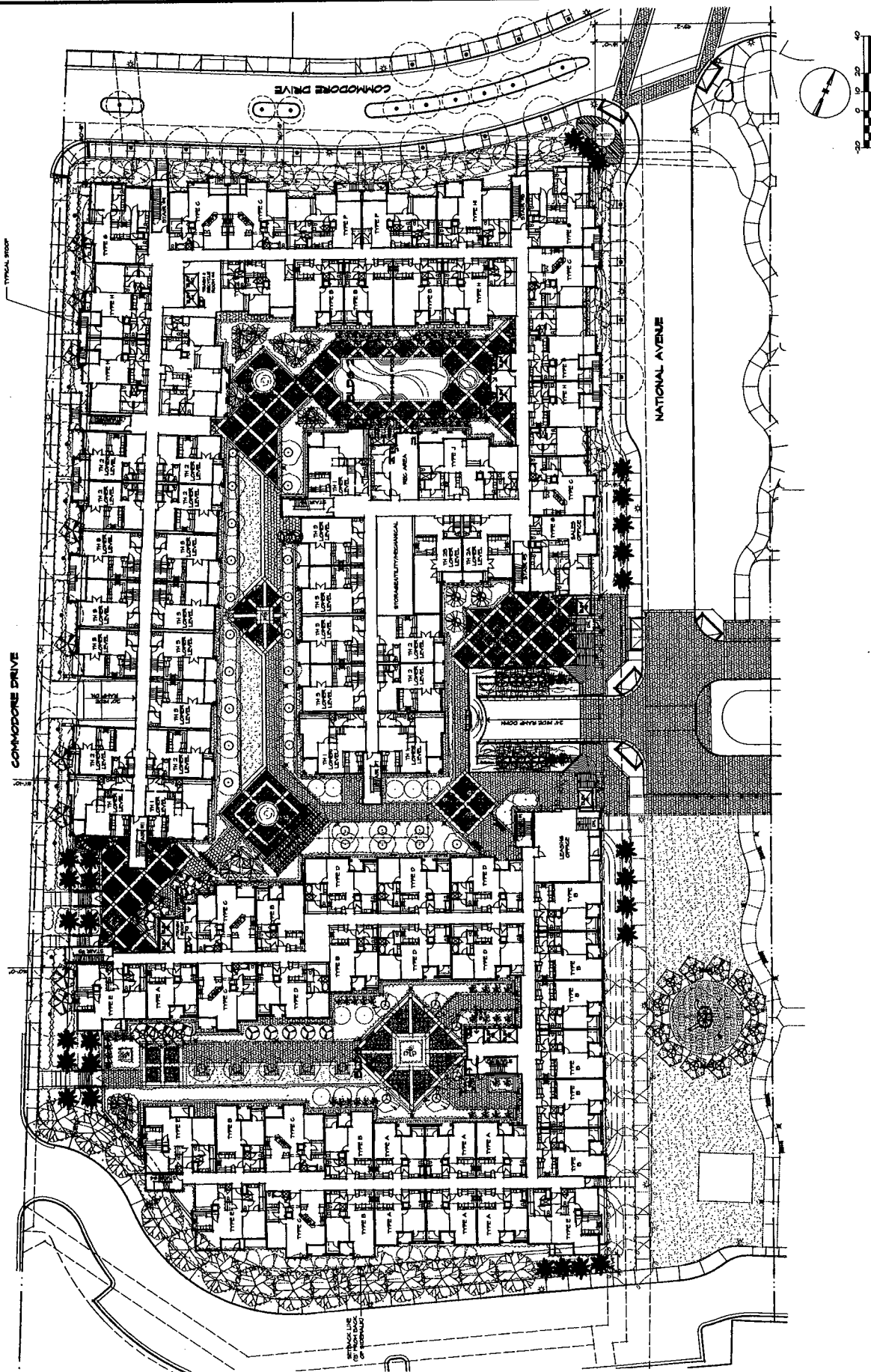
THE CROSSING
FOR:
SAN BRUNO, CALIFORNIA
SNK SB CROSSING LLC.



**SITE PLAN
AND
FIRST FLOOR**

drawn
VM
sheet no.
BH
date
05/04/06
scale
1" = 30'
job no.
0412
sheet

A



SITE PLAN - FIRST FLOOR

NO. 1
NO. 2
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NO. 4
NO. 5
NO. 6
NO. 7
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NO. 100

THE CROSSING
FOR:
SAN BRUNO, CALIFORNIA
SNK SB CROSSING LLC.

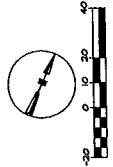
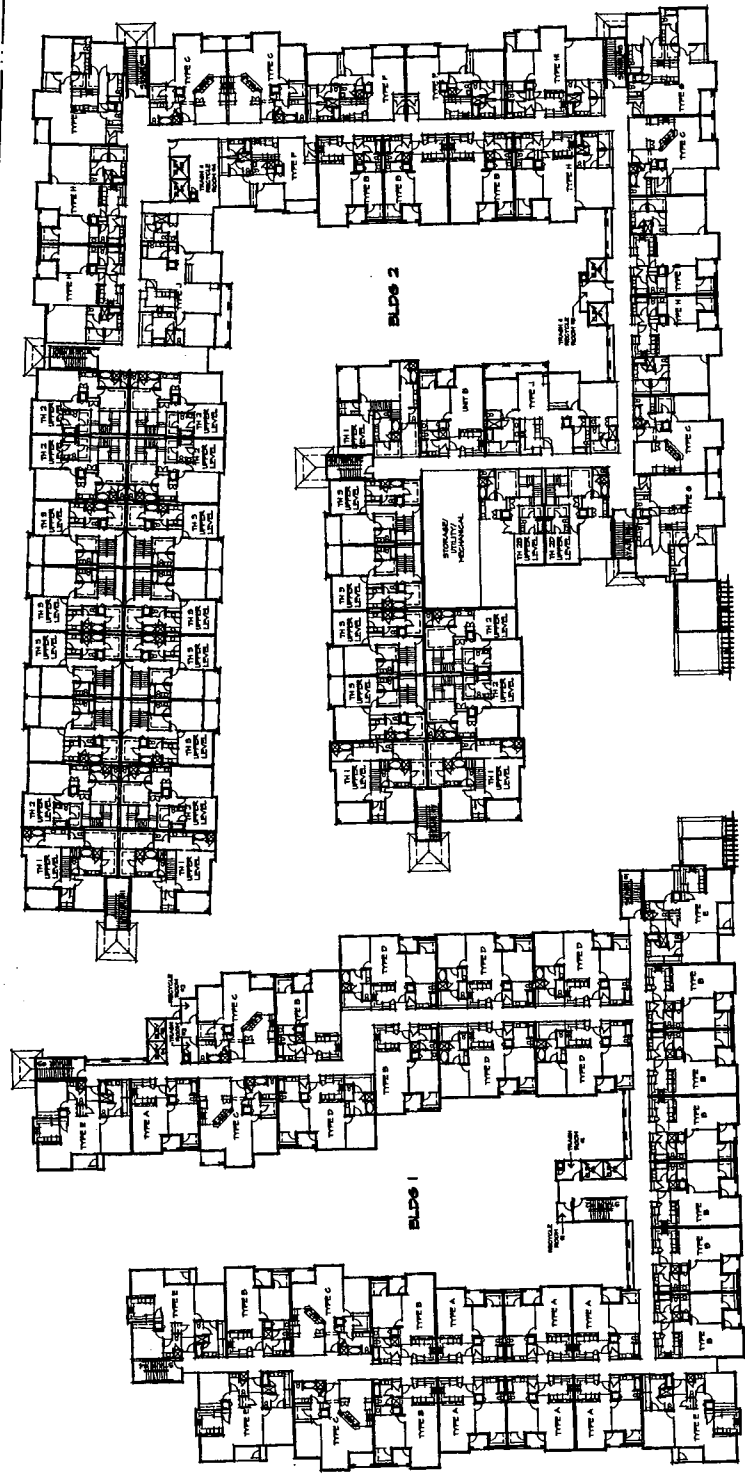


THE CROSSING
FOR:
SAN BRUNO, CALIFORNIA
SNK SB CROSSING LLC.



SECOND FLOOR PLAN

A2.4



SITE PLAN - SECOND FLOOR

1" = 20'

[illegible]

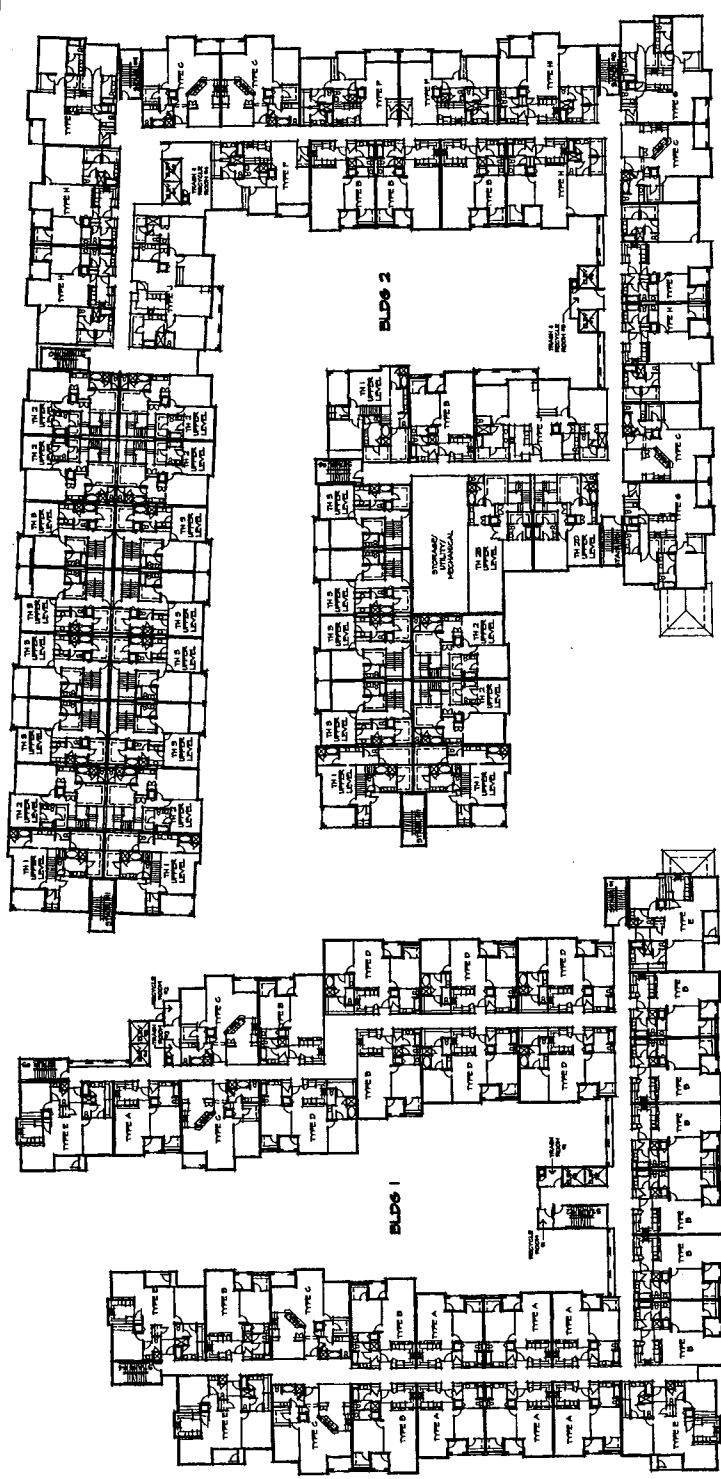
THE CROSSING
SAN BRUNO, CALIFORNIA
FOR:
SNK SB CROSSING LLC.



FOURTH FLOOR PLAN

05/04/06
1" = 20'
2412

A2.6



SITE PLAN - FOURTH FLOOR

NATIONAL AVENUE ELEVATION

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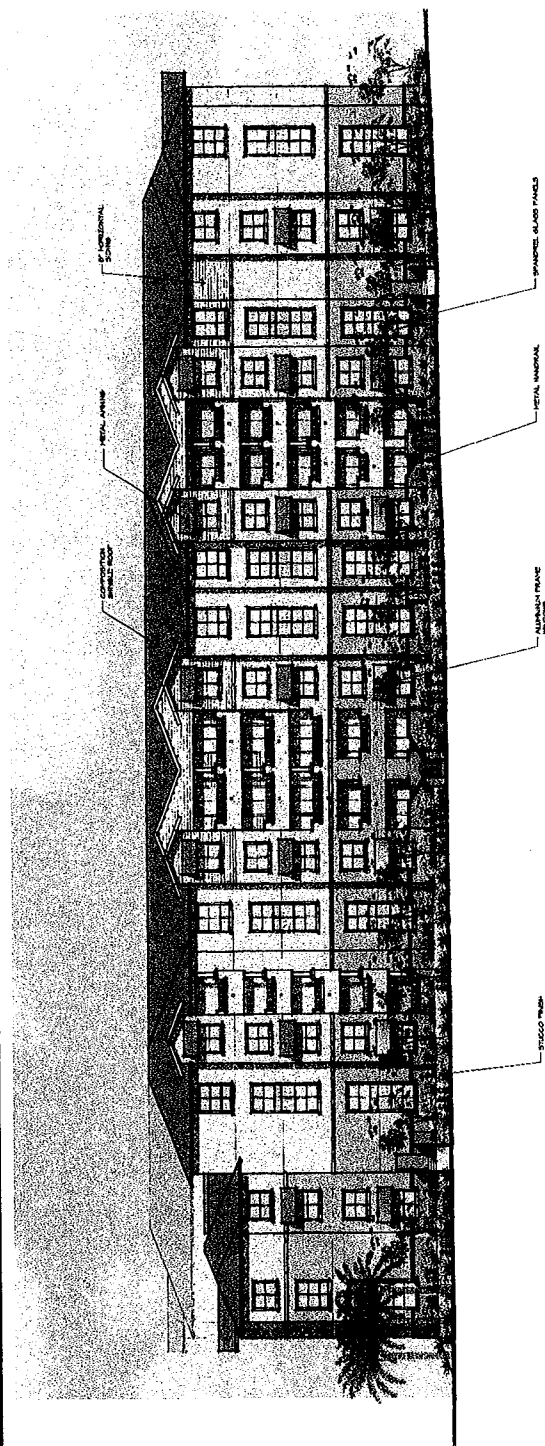
THE CROSSING
FOR:
SAN BRUNO, CALIFORNIA
SNK SB CROSSING LLC.



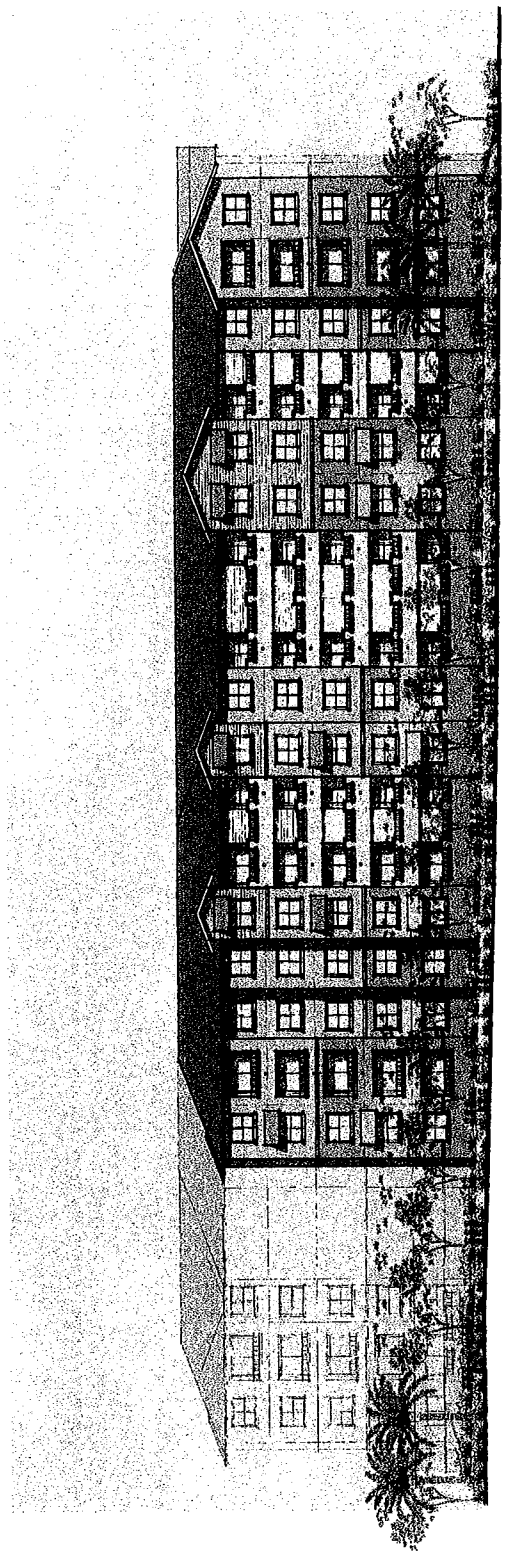
NORTH &
SOUTH
ELEVATIONS

08-1-81
06/10/80
HSE
FAC
WA
400-AP

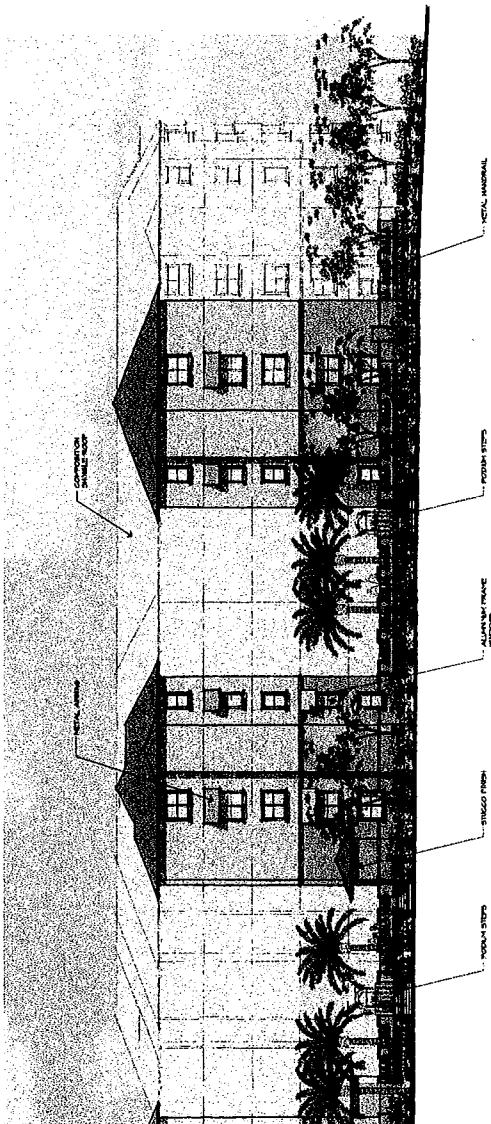
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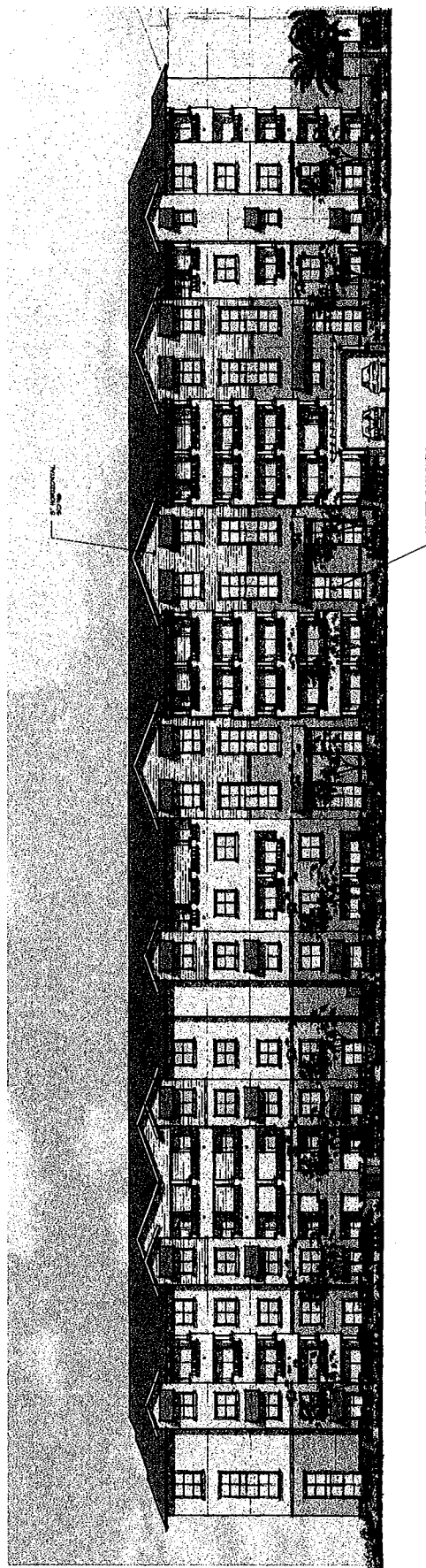
COMMODORE DRIVE (NORTH) ELEVATION



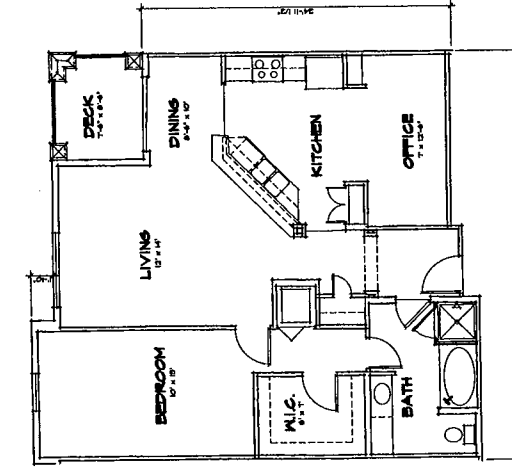
SOUTH ELEVATION
302' x 1'-0"



COMMODORE DRIVE (WEST) ELEVATION



COMMODORE DRIVE (WEST) ELEVATION
D/20' = 1/4"



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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HDO
 HARBOR DESIGN GROUP
 2800 LEXINGTON AVENUE
 SUITE 100
 NEW YORK, NY 10017
 TEL: 212-692-4040
 FAX: 212-692-4041



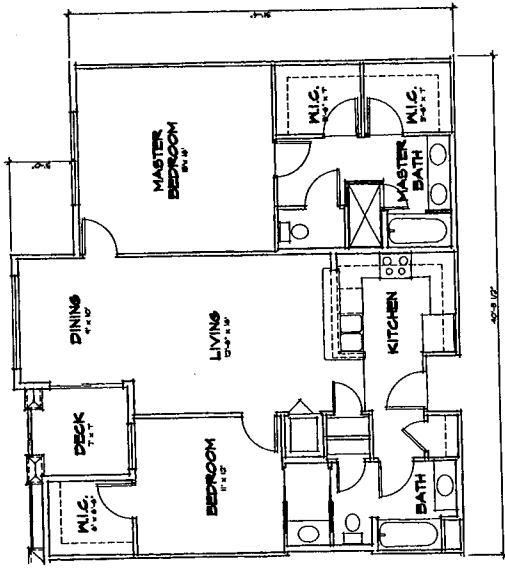
THE CROSSING
 FOR:
 SAN BRUNO, CALIFORNIA
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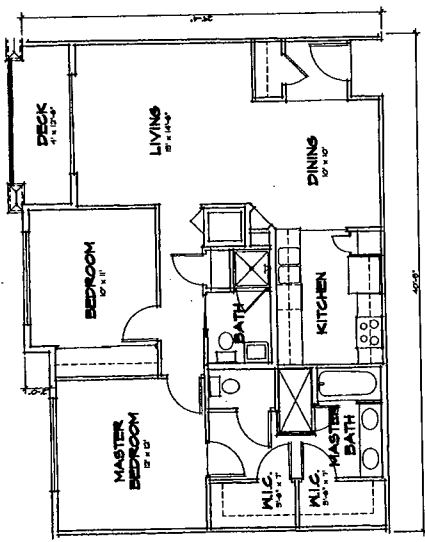
UNIT PLANS

UNIT	AREA	PERMITS
UNIT A	1,100	1,100
UNIT B	1,100	1,100
UNIT C	1,100	1,100
UNIT D	1,100	1,100
UNIT E	1,100	1,100
UNIT F	1,100	1,100
UNIT G	1,100	1,100
UNIT H	1,100	1,100
UNIT I	1,100	1,100
UNIT J	1,100	1,100
UNIT K	1,100	1,100
UNIT L	1,100	1,100
UNIT M	1,100	1,100
UNIT N	1,100	1,100
UNIT O	1,100	1,100
UNIT P	1,100	1,100
UNIT Q	1,100	1,100
UNIT R	1,100	1,100
UNIT S	1,100	1,100
UNIT T	1,100	1,100
UNIT U	1,100	1,100
UNIT V	1,100	1,100
UNIT W	1,100	1,100
UNIT X	1,100	1,100
UNIT Y	1,100	1,100
UNIT Z	1,100	1,100

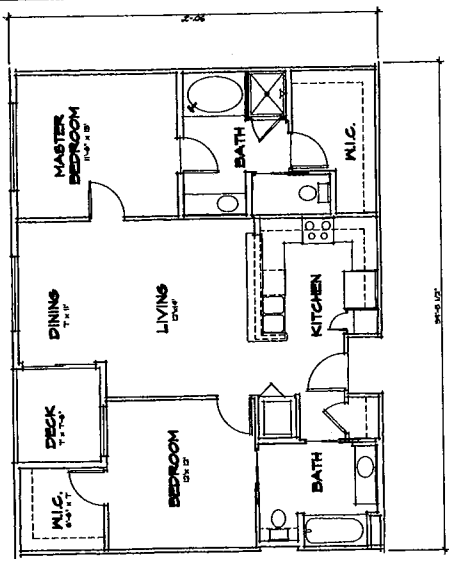
A4.2



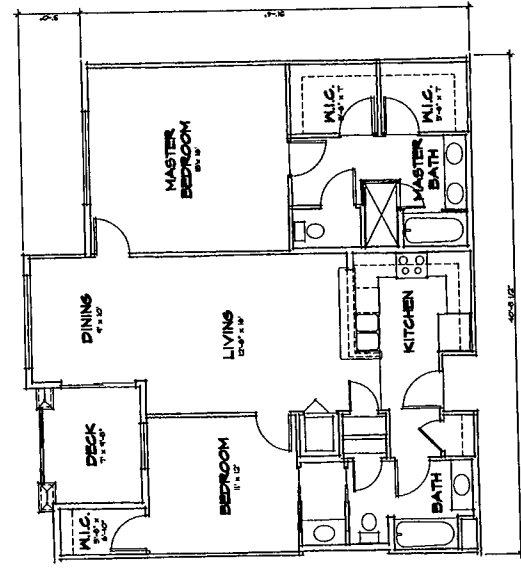
UNIT TYPE H - FLOOR PLAN
 NET FLOOR AREA - 1,020 SF. GROSS FLOOR AREA - 1,040 SF.
 10' x 11'0"



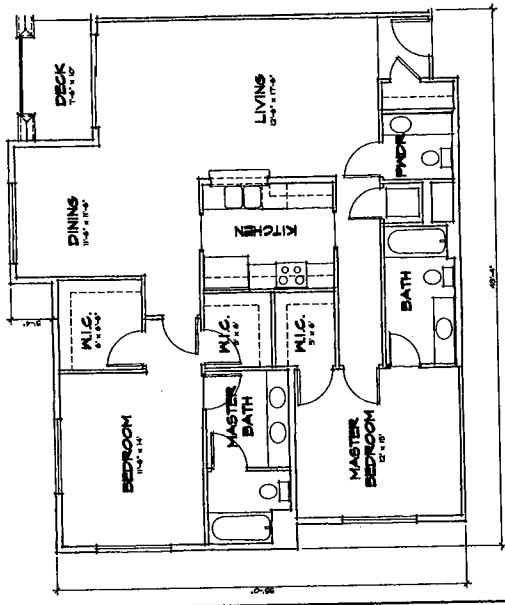
UNIT TYPE F - FLOOR PLAN
 NET FLOOR AREA - 1,020 SF. GROSS FLOOR AREA - 1,040 SF.
 10' x 11'0"



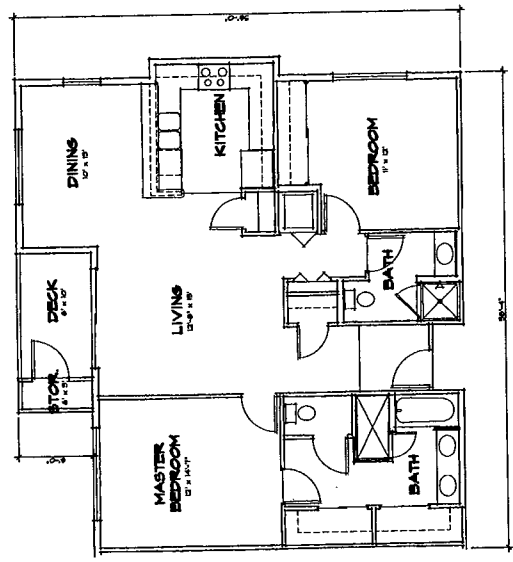
UNIT TYPE D - FLOOR PLAN
 NET FLOOR AREA - 1,020 SF. GROSS FLOOR AREA - 1,040 SF.
 10' x 11'0"



UNIT TYPE HI - FLOOR PLAN
 NET FLOOR AREA - 1,040 SF. GROSS FLOOR AREA - 1,070 SF.
 10' x 11'0"

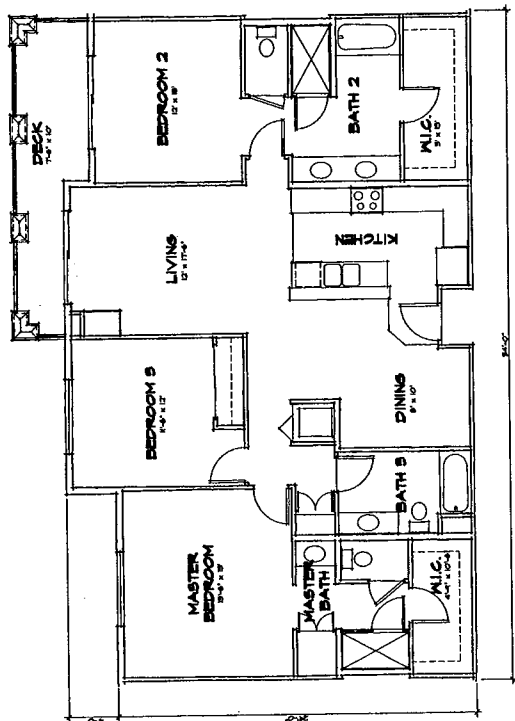


UNIT TYPE G - FLOOR PLAN
 NET FLOOR AREA - 1,020 SF. GROSS FLOOR AREA - 1,040 SF.
 10' x 11'0"



UNIT TYPE E - FLOOR PLAN
 NET FLOOR AREA - 1,040 SF. GROSS FLOOR AREA - 1,070 SF.
 10' x 11'0"

05/04/06
 1/4" = 1'-0"
 0412
 A4.3



UNIT TYPE J - FLOOR PLAN

NET FLOOR AREA = 1808 S.F. GROSS FLOOR AREA = 1808 S.F.

TOWNHOUSE 3 - FIRST FLOOR PLAN

[illegible]

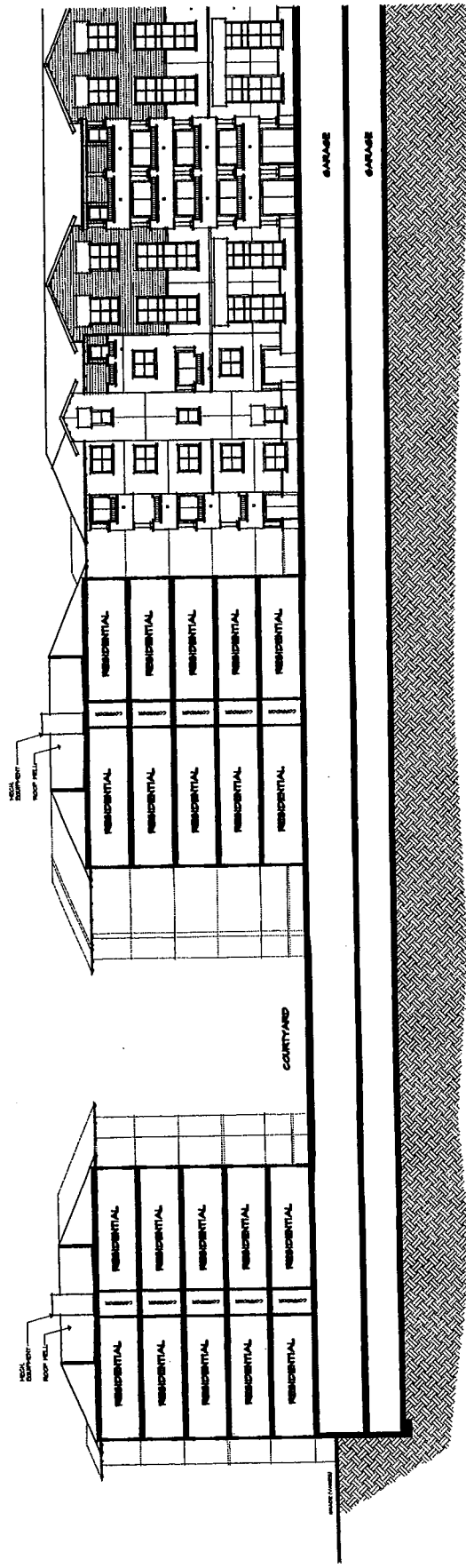
THE CROSSING
SAN BRUNO, CALIFORNIA
FOR:
SNK SB CROSSING LLC.



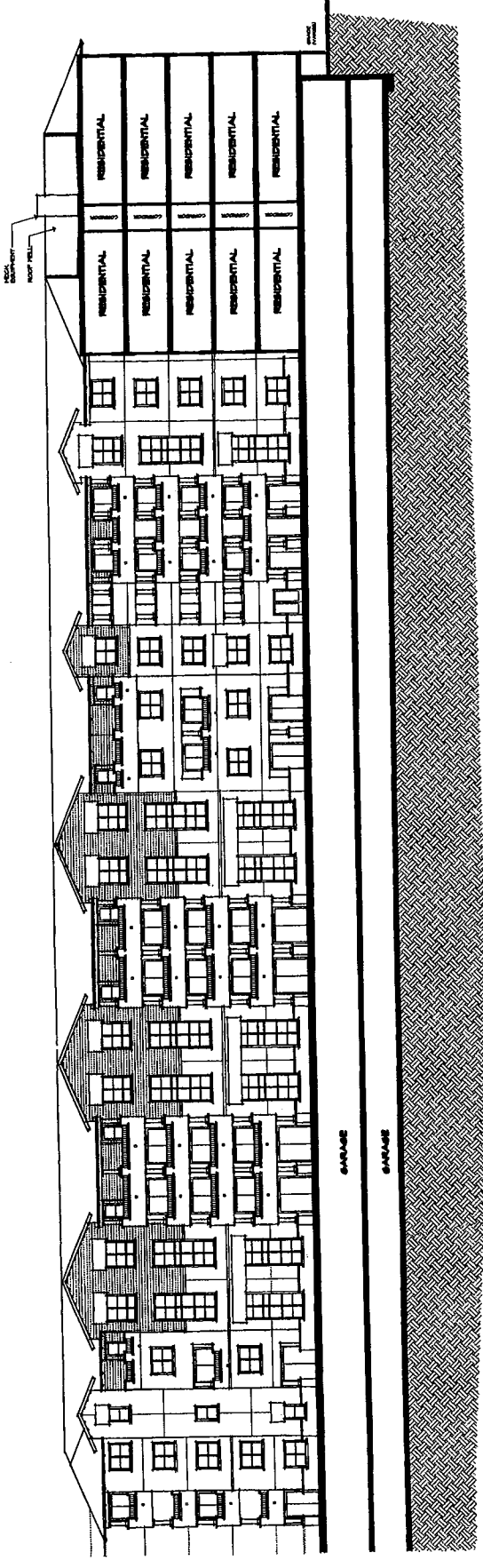
BUILDING
SECTION

DATE 05/04/06
TIME 11:00
BY J. W. W.
RECEIVED BY J. W. W.
J. W. W.

15.
A

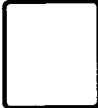


BUILDING SECTION LOOKING WEST
9'-0" = 1'-0"



BUILDING SECTION LOOKING WEST
N 40° E

F							
revisions							



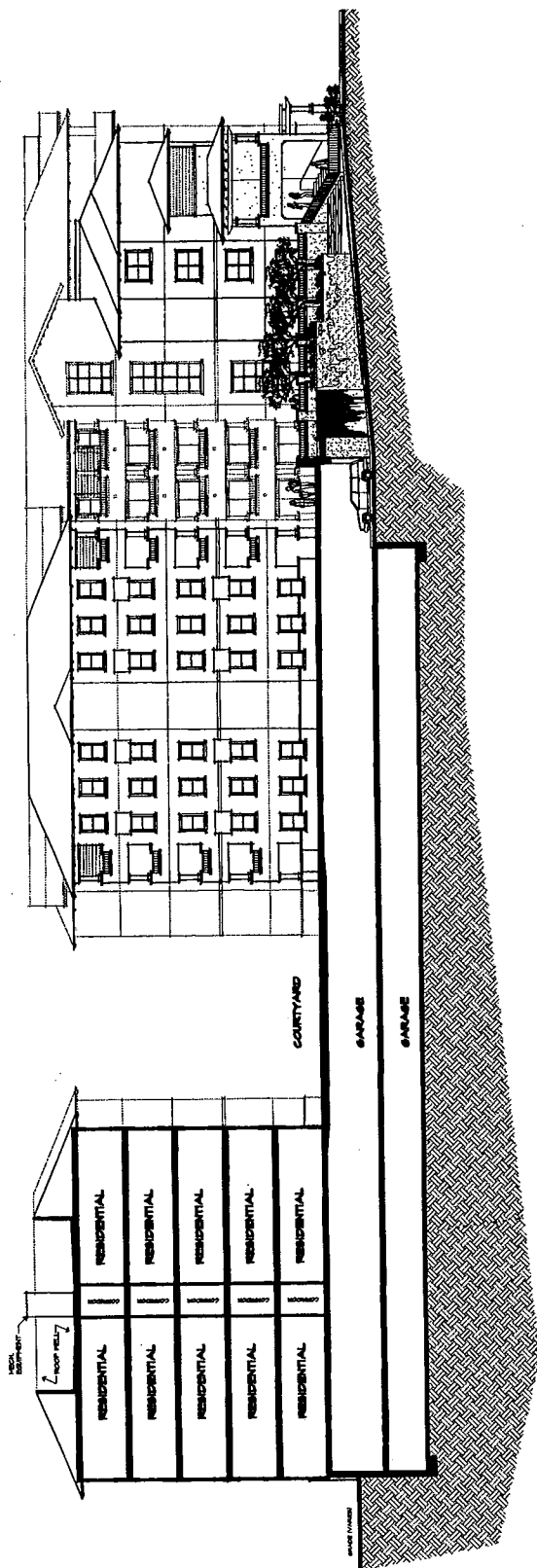
THE CROSSING
SAN BRUNO, CALIFORNIA
FOR:
SNK SB CROSSING LLC.



**BUILDING
SECTION
LOOKING
NORTH**

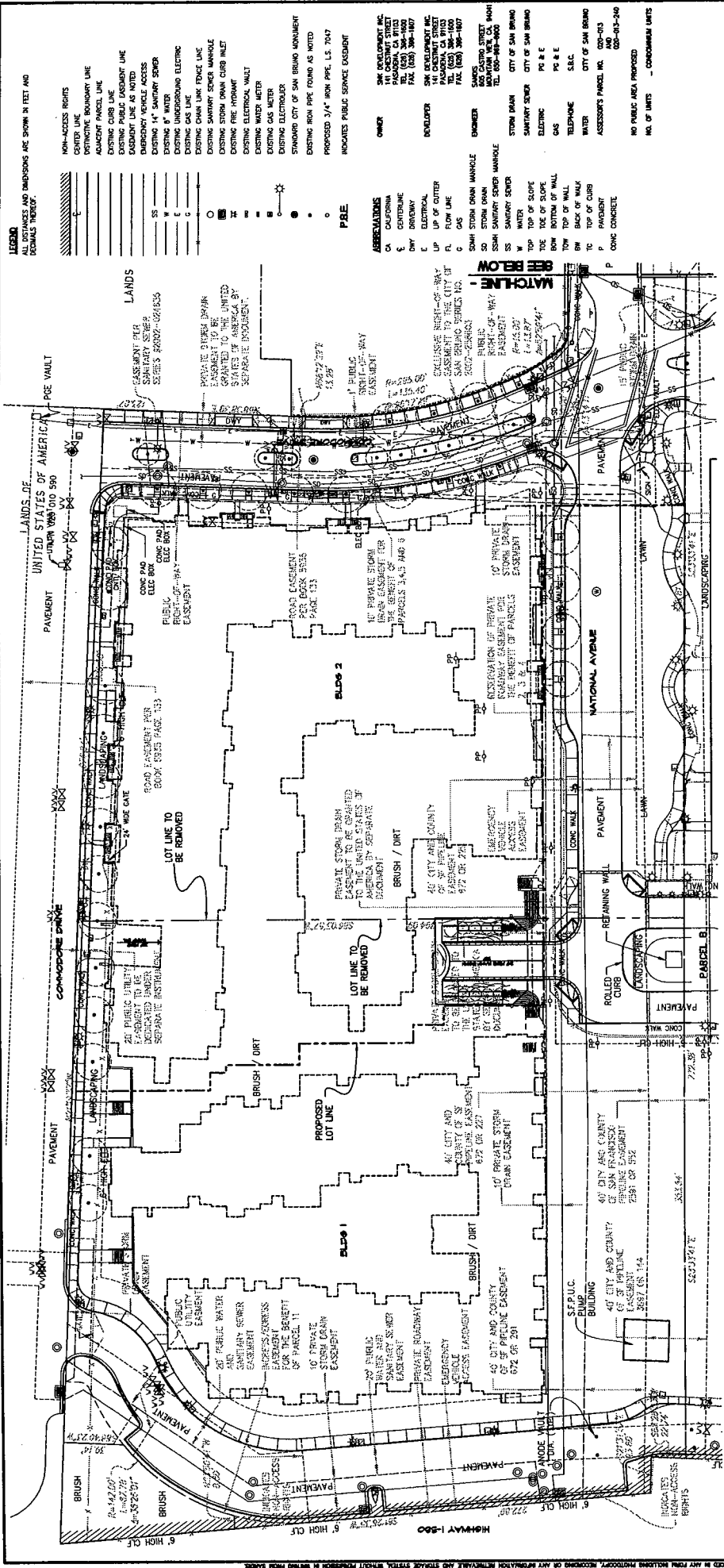
DATE	05/04/06
TIME	5:52" - 1:0"
PERSON	
NAME	0412
LOAD	

25A



BUILDING SECTION LOOKING NORTH
SCALE = 1"=6'







The map shows a rectangular area labeled 'SITE' with a north arrow pointing towards the top left. A road labeled 'CAMINO REAL' runs horizontally across the middle. A road labeled 'NATIONAL AERIAL' runs vertically on the left. A road labeled '1980 CENSUS TRACT' runs vertically on the right. A shaded rectangular area is located within the 'SITE' area, and an arrow points from the 'SITE' label to this shaded area.

BENCHMARK:
 1. PREPARE AND "WASH" (BLEACH-55.87 (M.E.L.)
 2. CALIFORNIA DIVISION OF HIGHWAYS
 3. SA 350.00 PM 02 5-178
 3/27 1974; CHRD 1954

TOTAL CONDOMINIUM UNITS = 350 UNITS



GRAPHIC SCALE



PLAN MATED.

24

FLOOD ZONE DESIGNATION

SUBJECT PROPERTY HAS BEEN RETAINED TO BE WITHIN FLOOD ZONE C, WHICH EXTENDS TO AREAS BEYOND THE 500-FOOT FLOOD INSURANCE RATE MAP. THIS PROPERTY IS NOT ELIGIBLE FOR PROGRAM'S COMMUNITY PANDA DOW 326 AS DATED 02/07/01.

BASIS OF FINDINGS


THE BASIS OF THE FINDINGS SHOWN ON THIS MAP IS THE CONTINUITY OF SOUTHERN LAKE COUNTY RECORDS AND THE RECORDS OF THE CALIFORNIA DEPARTMENT OF WATER RESOURCES ALONG WITH INTERSECTION OF THE TANGENTS OF THAT 200.97 FOOT RADIUS CURVE ALONG WITH CENTERLINE OF SOUTHERN LAKE AS FOUND UNMODIFIED, AND AS SHOWN ON THE 1987 FLOOD INSURANCE RATE MAP. THESE RECORDS ARE RECORDED IN VOLUME 32 OF THE PUBLIC MAPS IN PLACES 17, SAN MATEO COUNTY RECORDS.

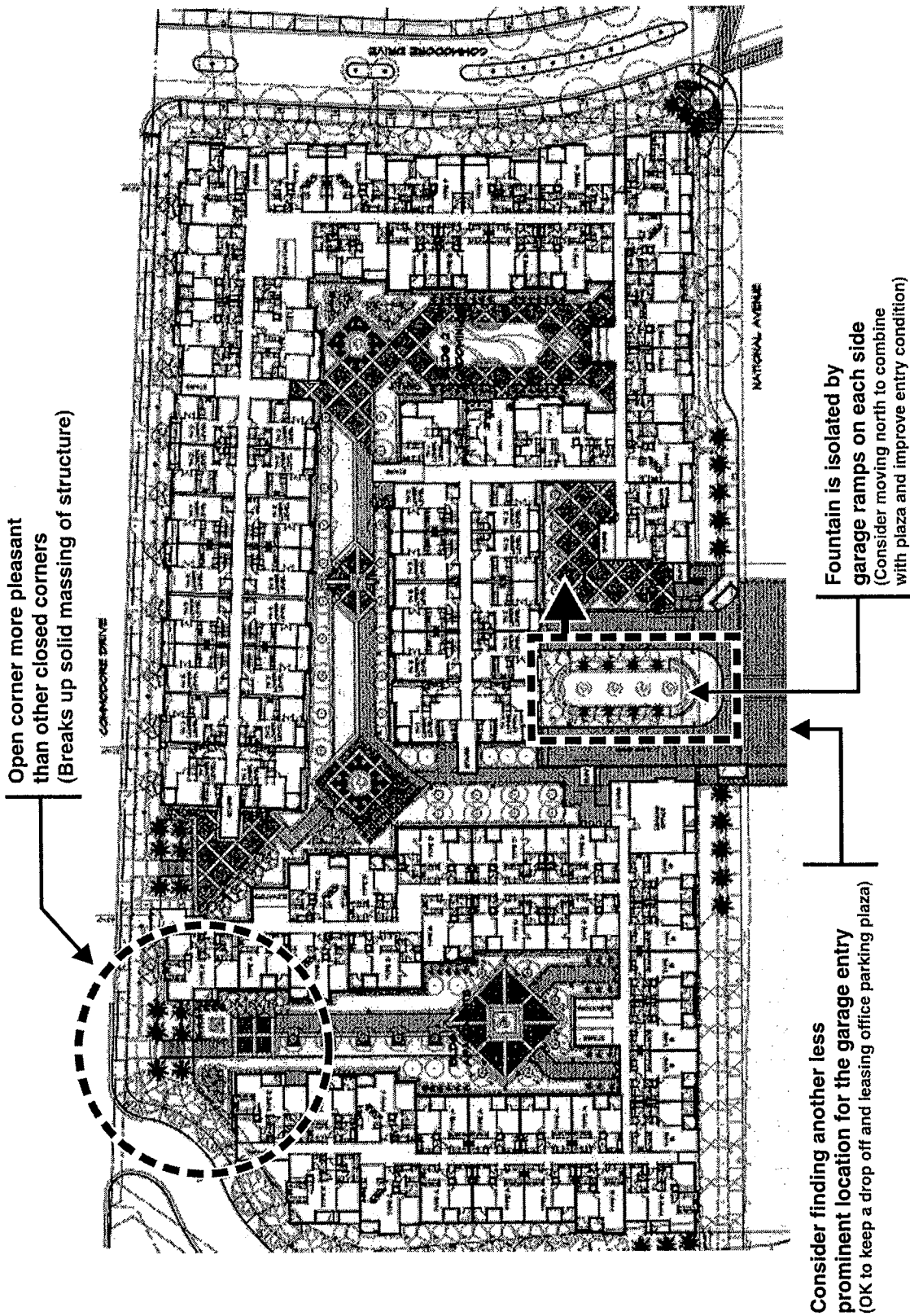
TITLE REPORT:

SUBJECT PROPERTY IS REFERENCED BY CHOCOLU TITLE COMPANY COMPANY ORDER NO. W12554-MG DATED AUGUST 26, 2004

LEGAL DESCRIPTION

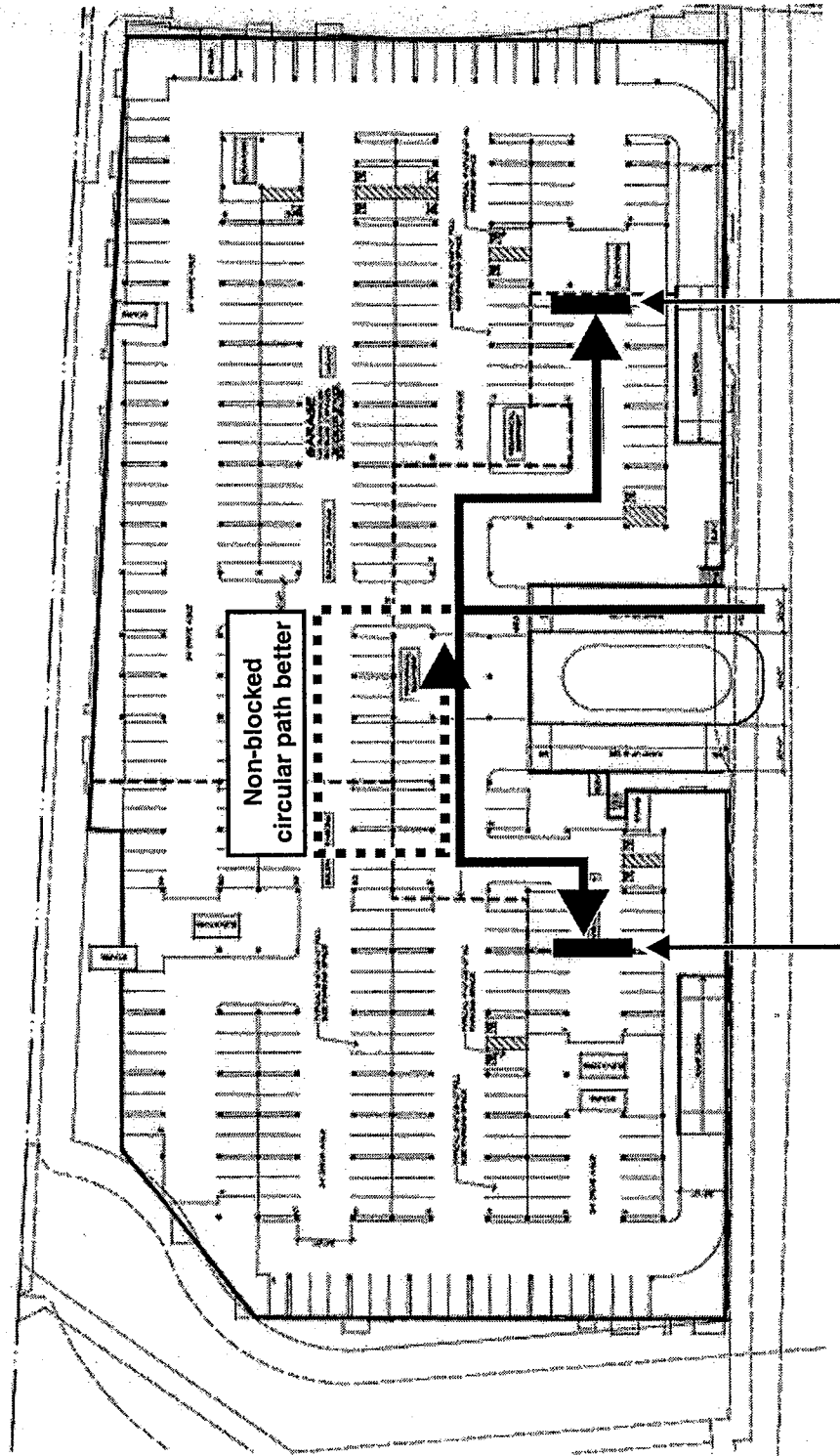
PLOT 34, OFFICIAL LAND PROPERTY SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF SAN MATEO, CITY OF SAN RAFAEL, BEING PARCELS A & B, AS SHOWN ON THE MAP ENTITLED, "THE 1987 FLOOD INSURANCE RATE MAP," FILED IN THE OFFICE OF THE RECORDER OF SAN MATEO COUNTY, CALIFORNIA, DECEMBER 4, 2002 IN BOOK 121 OF MAPS AT PAGES 54 THROUGH 60."

 SANDIS CIVIL ENGINEERS 8000 Camino Street Mountain View, CA 94041 P. 650.968.8900 F. 650.968.4232 www.sandis.com		DATE: 5-28-08 SCALE: 1"=50' DRAWN BY: SDT APPROVED BY: LJC DRAWING NO: 200231		DATE: _____ REVISION: _____ NO.: _____ DATE: _____ BY: _____		VESTING TENTATIVE MAP FOR A LOT MERGER AND A 2-LOT CONDOMINIUM SUBDIVISION SAN BRUNO CALIFORNIA		SHEET 1 OF 1	Copyright © 2008 by Sandis 200231
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First Floor Comments
THE CROSSINGS PHASE 3 & 4
San Bruno

CANNON DESIGN GROUP
 February 21, 2006

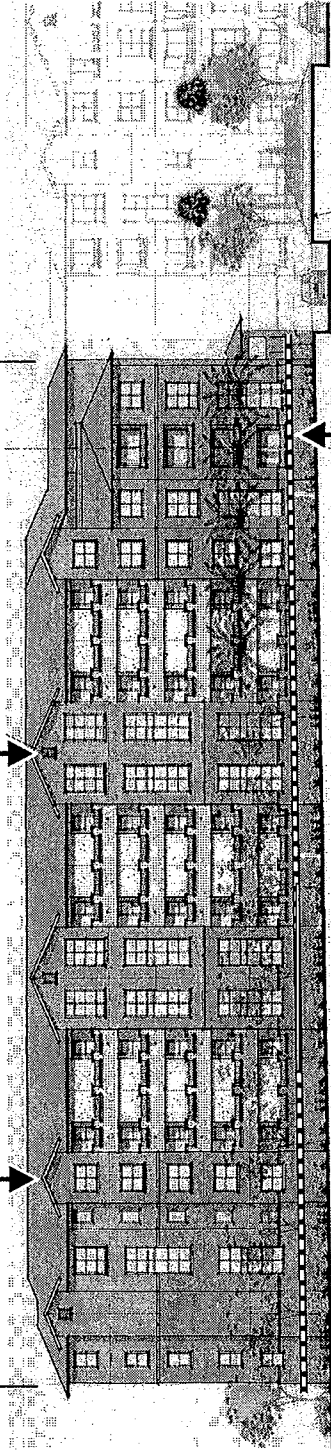


Guest parking areas have dead end conditions
Must back out if no vacant space found in dead end
(Full flow circular path would be much better)

Garage Comments
THE CROSSINGS PHASE 3 & 4
San Bruno

CANNON DESIGN GROUP
February 21, 2006

This elevation with variation in projecting elements width seems more interesting and balanced than other structure on this street frontage

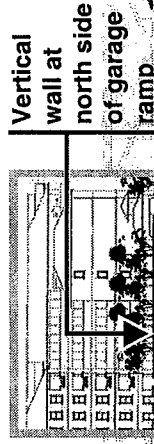


Stepping down building at this corner as done on other corners along this street front would be desirable

Pedestrian level is dominated by blank wall garage face

Strong vertical emphasis seems out of character with other residential structures in the complex

Consider methods to visually accentuate top floors



Entry to complex and leasing office not very generous or pleasant

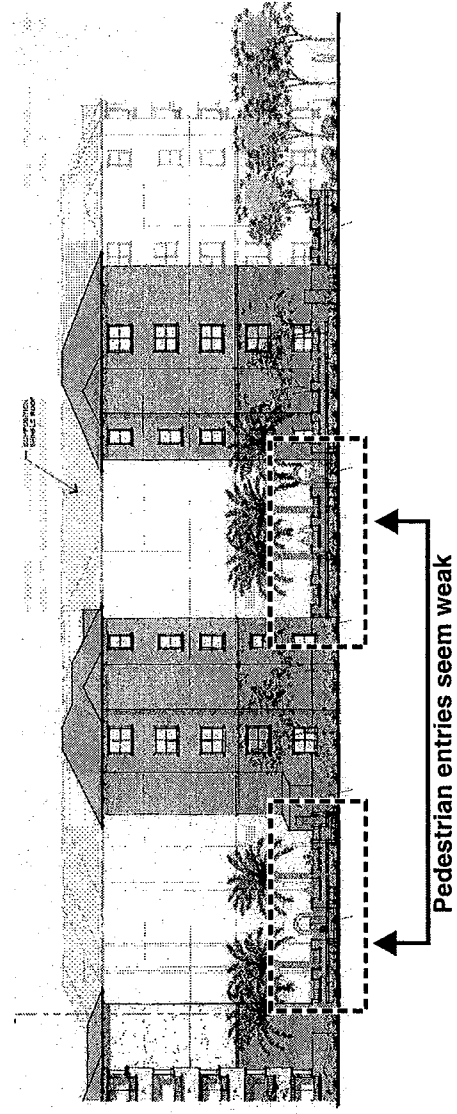
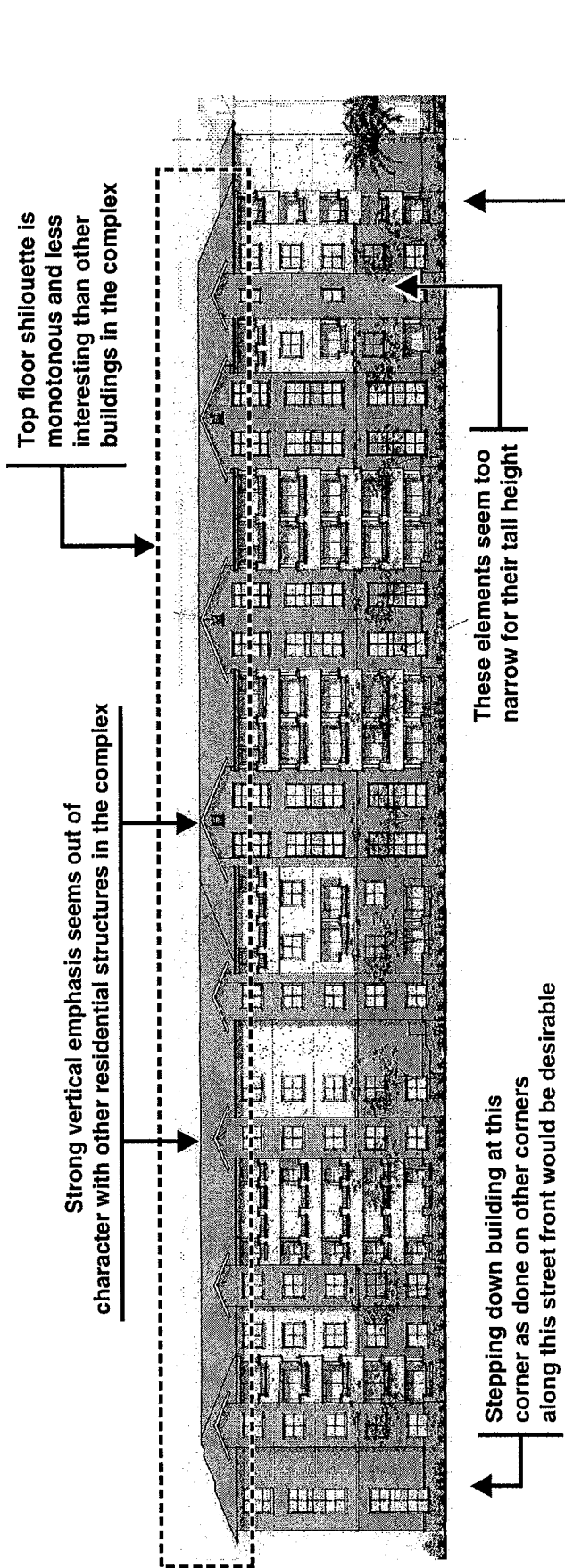
Edges seems very abrupt wall will get taller as ramp drops down to garage

Entry does not seem very prominent or pleasant

Entry stoops along street edge would be desirable
(As in the Paragon Apartments complex)

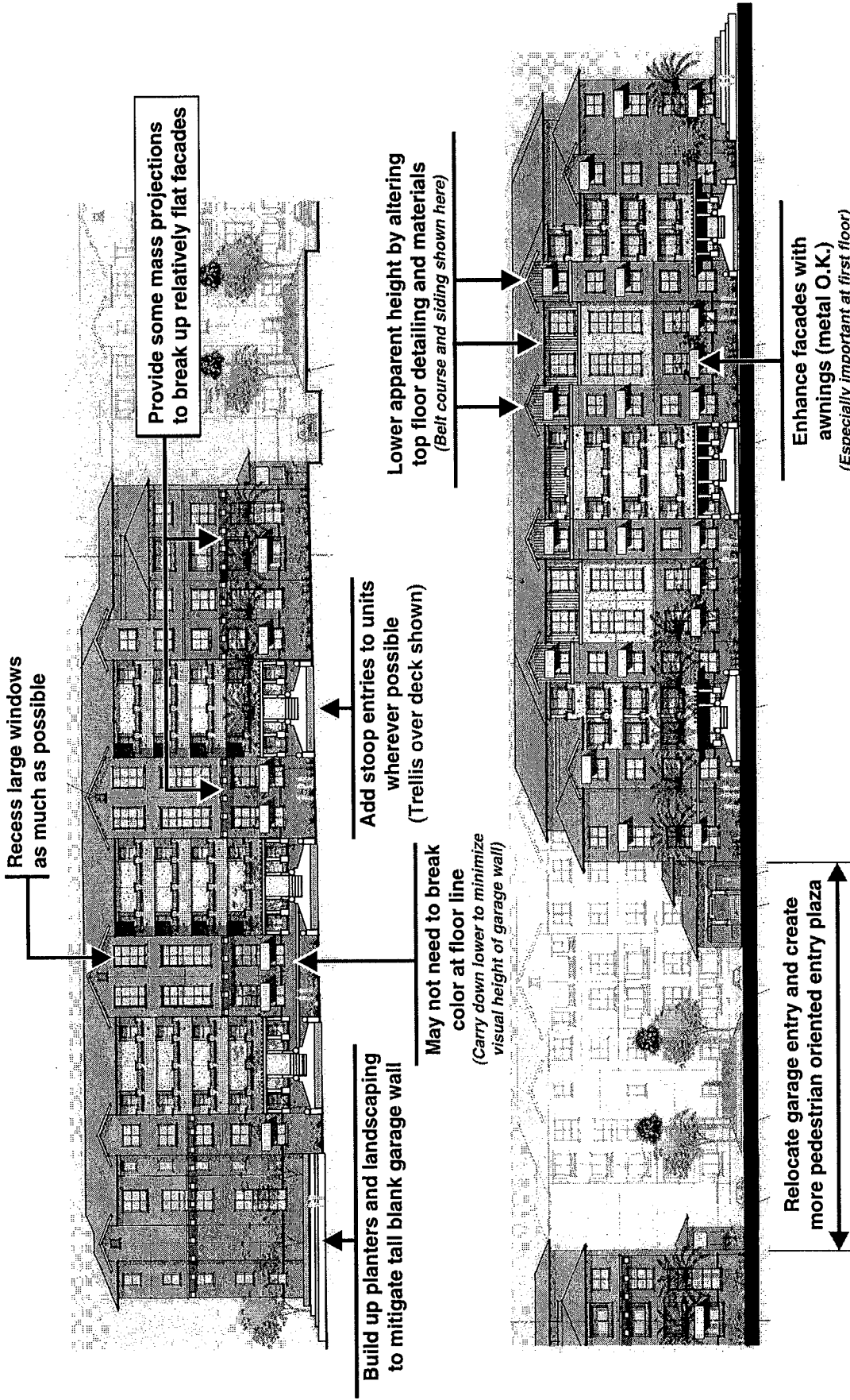
National Avenue Elevation Comments THE CROSSINGS PHASE 3 & 4 San Bruno

Same general treatment of windows and balconies on all floors not very interesting
(Especially on tall thin elements)



Commodore Drive Elevation Comments
THE CROSSINGS PHASE 3 & 4
San Bruno

CANNON DESIGN GROUP
 February 21, 2006



Note: These are not intended as complete elevations. Rather, they are techniques that could be explored to add variety and visual richness to the design.

Alternative Elevation Approach THE CROSSINGS PHASE 3 & 4 San Bruno

<p>3.</p>	<p>*1053 National (PD-05-05, TM-06-03)</p> <p><u>Environmental Determination:</u> This proposal is being completed in accordance with the Environmental Impact Report for the U.S. Navy Site and its Environs Specific Plan ("Specific Plan") certified on January 9, 2001 and Addendum to the Environmental Impact Report for the U.S. Navy Site Specific Plan and its Environs certified on December 11, 2001 (SCH # 99092026) ("Specific Plan EIR").</p> <p><u>Zoning:</u> P-D (Planned Development)</p>	<p>Request for a Planned Development Permit, Tentative Parcel Map and Architectural Review to construct 350 residential units with common space and below grade parking on Lots three and four of the Crossing for the purpose of developing this site in conformance with the adopted U.S. Navy Site Specific Plan, per Chapters 12.96.190 and 12.108.010(A) of the San Bruno Municipal Code. SNK SB Crossing, LLC, Applicant/Owner. PDP-05-05, TM-06-03</p> <p>Project Manager representing the owner, Landscape Architect, and Architect were present to respond to any questions.</p> <p>Planning Manager Aknin gave an overview of the entitlement process for the project.</p> <p>Larry Cannon explained his comments. He explained that the applicant responded to all his comments, however two areas require further work. The first one is in regards to the stairs going up to the plaza. He has suggested a landing in the middle to break up the stairway. The second comment was in regards to the extension of the portico to create a more entrance feeling.</p> <p>Project Manager gave an overview of the project and the changes that have been made to address the City's Architectural Consultant comments. The major redesign has been to the entry to the garage. Redesigned so there is only one lane in and one lane out and added water features around it.</p> <p>Architect explained the materials proposed. Also explained stoops at street level so it is more pedestrian friendly and to avoid tall walls against the sidewalks.</p> <p>Commissioner Chase asked if there are any exterior lights on the stoops.</p> <p>Architect answered that there are 3 to 4 street lights and the gates will be locked.</p> <p>Architect explained the horizontal details added to the structure as the building got higher.</p> <p>Architect also explained why the two comments were not addressed. He explained that the landing in the middle of the stairway would have shifted the entire plaza back and significantly reduced the size of the plaza and eliminated a large part of the fountain.</p>
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	<p>drawing was not to scale since the stairway appeared much taller on the perspective drawing.</p> <p>Architect agreed and responded that the scale will be corrected prior to the Planning Commission meeting.</p> <p>In regards to extending the portico, he explained that they were trying to maintain the plaza as open as possible and extending the portico would have enclosed a lot of plaza area. Instead, they added a trellis feature to keep it open.</p> <p>Larry Cannon explained he recommended the portico extension because the entrances to the structures look out of proportion to the entire structure. The structures look very massive and extending the portico would reduce the mass.</p> <p>Vice Chair Biasotti stated he would like to see the extended roof.</p> <p>Commissioner Chase stated that the perspective looks too busy. Maybe the colors used in the perspective made it look so busy.</p> <p>Vice Chair Biasotti stated that the project has the potential to be very elegant like a resort but there is something missing. The trellis is not doing it.</p> <p>Applicant explained that a tot lot will be located within the project, closer to the other phases so residents from other projects can more easily access the tot lot.</p> <p>Vice Chair Biasotti asked why the courtyard for the south (rental) building is not connected to the plaza.</p> <p>Applicant explained that because it is a rental structure, because of the homeowner's association, they had to keep the courtyard separate.</p> <p>Commissioner Chase questioned if the materials for the north building will be the same as the south building.</p> <p>Applicant explained that the interior materials for the rental building will be similar to the interior finished materials used in Paragon and Meridian, and the north building will have higher end materials.</p> <p>Architect explained that the exterior finished materials will be the same for both buildings.</p>
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	<p>Commissioner Chase asked what would dictate if the rental units will be sold in the future.</p> <p>Applicant explained that will depend on the market.</p> <p>Commissioner Chase asked the applicant to adjust the colors on the perspective drawing, so it is more reflective of the actual proposed colors.</p> <p>Larry Canon explained the south building contains cool and warm colors, however the north building has mostly warm colors. He recommended adding cooler colors on the north building.</p> <p>Commissioner Chase suggested adding the tan color on the edges to add more horizontal extension to the building.</p> <p>Commissioner Chase also agreed that the entryways should be extended per Larry Cannon's comments.</p> <p>Larry Cannon stated that the entries look stubby.</p> <p>Vice Chair Biasotti stated he is okay without the landing.</p> <p>Commissioner Chase agreed.</p> <p>Larry Cannon explained that the overhangs on the top of the structures help.</p> <p>Commissioner Chase asked about affordable housing.</p> <p>Planning Manager Akin explained that the entire Crossing had to provide affordable units and that has been taken care of by a previous development.</p> <p>Vice Chair Biasotti asked if the project will be phased.</p> <p>Applicant responded that it will not since both buildings will be located above one subterranean garage.</p> <p>Planning Manager Akin noted however that the Fire Marshal has requested a phasing plan.</p> <p><i>(RB/KC) Motion to forward to PC with a positive recommendation and the following comments:</i></p>
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		<ul style="list-style-type: none">• Correct color and scale on perspective drawing.• Add cooler colors on the north building.• Extend portico over entryway or add another feature to balance scale.• Bring color and material samples to Planning Department prior to PC meeting. <p><i>Motion passed 2-0</i></p>
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Note: If you challenge the above actions in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this agenda, or in written correspondence delivered to the Architectural Review Committee at, or prior to, the public hearing.